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THESIS

COMPUTER SIMULATION MODEL FOR STUDYING
AIRCRAFT TAKE-OFF SCHDULES AT A
TRAINING AIR FORCE BASE

by

Dimitris G. Macropoulos

March 1988

Thesis Advisor: A. F. Andrus

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Computer Simulation Model for Studying Aircraft Take-off Schedules at a Training Air Force Base

by

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B.S., Hellenic Air Force Academy, 1978

Submitted in partial fulfillment of the
requirements for the degree of

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ABSTRACT

This thesis presents a computer simulation model for studying take-off schedules at Kalamata Air Force Base in Greece. Six aircraft take-off schedules were examined and a comparison of results was based upon factors of performance and efficiency/safety. The overall simulation model can be easily modified to examine other aircraft take-off schedules.

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I. INTRODUCTION

THE PROBLEM

Air Traffic Control has become a safety issue of great importance during the last decade because of the many near-miss or tragic accidents that have occurred at military and civilian airports worldwide. The main reasons for these accidents are:

* Air Traffic Control system failure,
* Air Traffic Control erroneous procedures,
* Pilot error,
* Weather conditions,
* Increased air traffic.

This issue has even greater significance at military air training bases because of the very high ratio of student pilots to experienced pilots that are using the air space and because of the large volume of aircraft activity in the air in specific areas. It is standard military training practice for a large number of training aircraft to be assigned to the same radio channel for aircraft-to-aircraft and for aircraft-to-air traffic controller communications and to have a large number of training aircraft following approximately the same air pattern with the same air speed and altitude. These conditions can increase the probability

of breakdowns in synchronization and communication between aircraft and between the aircraft and the air traffic controllers and can therefore increase the probability of accidents occurring.

Kalamata Air Force Base is an Air Force training base located in southern Greece. This Base utilizes two types of aircraft for training purposes, T-37's and T-2's. The two different types of aircraft used at Kalamata Air Force Base ordinarily have different flight schedules, flight capabilities, and training missions that would allow them to take-off and begin their training flights at different times. However because of current operational constraints it is common for a group of T-2 and T-37 aircraft to complete their missions at approximately the same time so that they simultaneously return to the local Air Traffic Pattern. It is during the simultaneous approach of the returning aircraft that a critical safety problem arises due to the traffic congestion and pilot fatigue. Furthermore, the inefficient aircraft schedules interfere with the performance of the scheduled activities. A more efficient scheduling of aircraft take-offs can remedy the safety problems and also can diminish the necessity for aircraft to wait in order to get into the mission areas.

This thesis provides a computer simulation model programmed in GPSS for the IBM-PC for analyzing current procedures for the efficient management and control of the

air traffic of Kalamata Air Force Base. The thesis contains the model logic, the GPSS program, model validation and model results.

II. MODEL DEVELOPMENT

A. DESCRIPTION

The environment that is modeled is the operation of the Kalamata Air Force Training Base in Greece. This operation is modeled as a sequential multiserver limited capacity queuing system. The server elements of the model consist of the base, two runways, an air traffic pattern and eight training mission areas.

The base, runways and air traffic pattern are illustrated in Figure 2.1. The air traffic pattern is modeled as a set of sequential servers consisting of two entrance points (EP1 and EP2), the initial point (IP), the low initial point (LIP), the break point and the base key. EP1 is the entrance point for the aircraft returning from a western mission area and EP2 is the entrance point for aircraft returning from an eastern mission area.

The mission areas are represented in the model as single points. Specific mission area training activity is not modeled. The eight mission areas are the neighboring areas around the airport and are illustrated in Figure 2.2. The areas west of the airport are numbered one through four and the areas east of the airport are numbered five through eight.

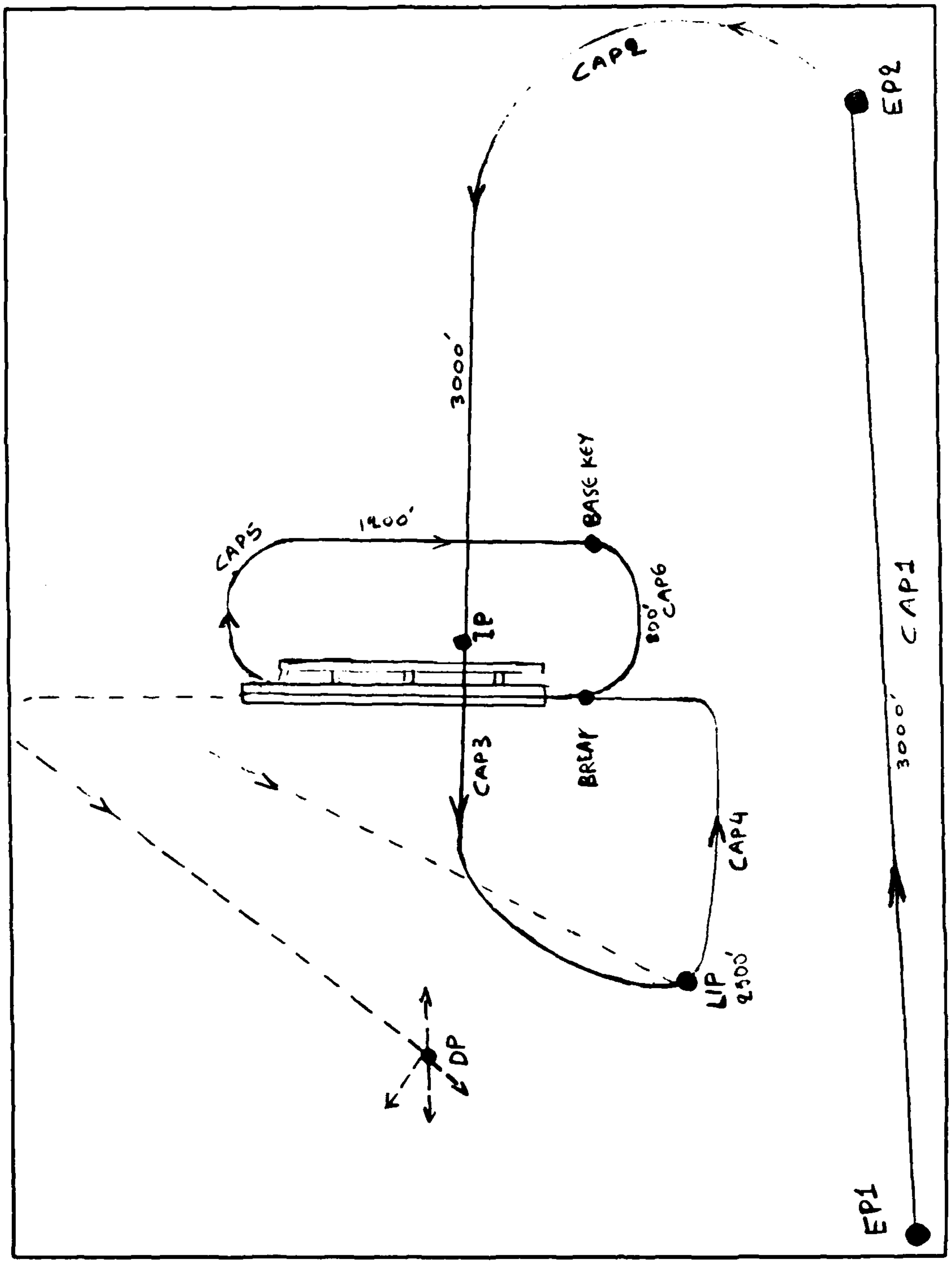


Figure 2.1 Air Traffic Pattern

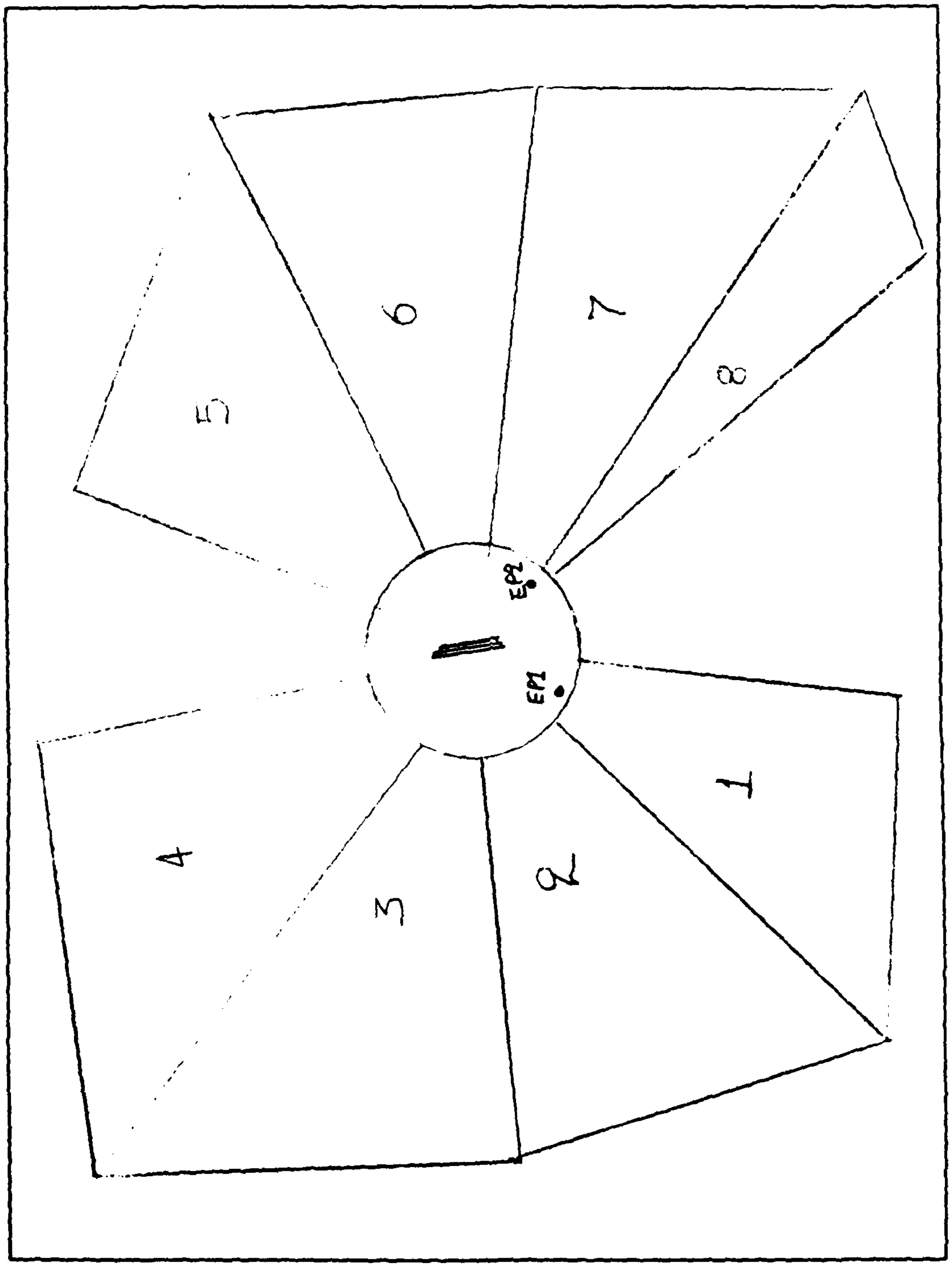


Figure 2.2 Mission Areas

The calling population consists of a basic training squadron employing T-37 type aircraft an advanced training squadron employing T-2 type aircraft and occasional aircraft from other bases.

B. MODEL LOGIC

The general flow through the model for a typical aircraft is as follows:

A take-off time is scheduled for the aircraft from one of the two squadrons and the aircraft enters the base activity queue at that time. If there is no runway or air space conflict with other aircraft landing or taking-off, the aircraft takes-off and proceeds to the base departure point where it requests and is assigned to a mission area to carry out the scheduled training activities.

If all training mission areas are occupied the aircraft is assigned to the mission training area with the smallest waiting line and in the case of ties the aircraft is assigned to the mission area with the earliest expected departure time for the occupying aircraft. All the aircraft that wait for a mission area to become available, maintain a maximum altitude of 7000 feet at the corresponding areas and perform training maneuvers consistent with the altitude safety requirements. Once the aircraft enters the mission training area it stays in the mission area for a standard length of time for the aircraft type and performs the scheduled activities.

At the completion of the mission area training activities the aircraft returns to the base and enters the returning air traffic pattern and follows the sequence of events as described below and illustrated in Figure 2.1.

Aircraft returning from the western mission areas enter the air traffic pattern at entrance point EP1 and aircraft returning from the eastern mission areas enter the air traffic pattern at entrance point EP2. The sequence of air legs in the base air traffic landing pattern and the aircraft capacity of each air leg is as follows.

Air Leg	Aircraft Capacity
EP1-EP2	2
EP2-IP	2
IP-LIP	2
LIP-Break Point	3
Break Point-Base Key	3
Base Key-Final	2

If any of the first four air legs is at full capacity when an aircraft attempts to enter, the aircraft must orbit at the air leg entry point and wait for entry. If the Break Point-Base Key leg is at full capacity when an aircraft attempts to enter, the aircraft attempting entry returns to the LIP-Break Point air leg entry point. If the Base Key-Final leg is at full capacity when an aircraft attempts to

enter, the aircraft attempting entry performs "go around", that is, it cancels the landing and attempts a "close approach" pattern.

Aircraft in the "close approach" pattern re-enter the air traffic pattern at the Base Key point if no other aircraft is in the Break point-Base Key air leg and if no other aircraft is waiting for take-off. Otherwise they re-enter the air traffic pattern by joining the waiting line at the LIP entry point.

Upon being cleared for landing the aircraft will either land and return to the squadron or if flying constraints allow the aircraft will perform a touch and go landing. If a touch and go landing is made the aircraft will either enter the "close approach" pattern or attempt to re-enter the air traffic pattern with associated probabilities of 0.20 and 0.80. If there is a waiting line at the LIP point or if the IP-LIP air leg is at full capacity the touch and go aircraft will either continue to LIP or re-enter the air traffic pattern at the EP1 entry point with associated probabilities of 0.70 and 0.30.

It is also possible that the flow of aircraft in the air traffic landing pattern can be interrupted by emergency events. Emergency events such as engine failure, oil pressure failure, low fuel, or landing gear failure, are common occurrences that require the aircraft with the emergency to land as soon as possible. When such an

emergency event occurs, the aircraft with the emergency pre-empts all other aircraft in the landing pattern. During the emergency the nonemergency aircraft in the landing pattern upon reaching the IP, LIP, or Break air leg points leave the pattern and return to the entrance point EP1 and join the orbiting waiting line. If a nonemergency aircraft is on the Base-Final air leg when the emergency situation arises the aircraft continues and makes a full stop landing.

During the emergency the aircraft present in the mission areas do not leave their areas but after completing their scheduled activities orbit at a lower altitude until the emergency ends to avoid interfering in the local traffic pattern. Aircraft returning to the air traffic pattern will not enter the pattern but will orbit at the entrance point until the emergency ends.

If an aircraft take off is scheduled during an emergency event the take-off is delayed until the emergency event is completed.

C. INPUT AND OUTPUT

All input data for the model as well as suggestions for model structure was provided by the instructor pilots and from the control tower personnel at the Kalamata Air Force Base. The general inputs to the model consisted of individual aircraft characteristics and performance data, alternate take off schedules, mission

area constraints, time distributions for assignments in the mission areas, and the time distances between the reference points for the air legs in the air traffic pattern.

The model outputs contain information pertaining to the aircraft of each squadron, the air traffic pattern and mission area utilization. The following output is available.

1. Aircraft total flight time distribution.
2. Number of aircraft by squadron in the east and the west mission areas.
3. Number of aircraft take-offs.
4. Number of entries in each mission area.
5. Number of entries in each leg of the air traffic pattern.
6. Maximum number of aircraft waiting in each queue.
7. Average wait time for each queue.
8. Waiting time distributions for the following queues:
    a. Air traffic controller.
    b. Entry points, EP1 and EP2.
    c. Initial point, IP.
    d. Low Initial point, LIP.

III. GPSS APPLICATION

A. BRIEF GPSS DESCRIPTION

GPSS is the General Purpose Simulation System language developed by IBM for modeling and simulating queuing systems. GPSS was used to model the Kalamata Air Force Base air traffic operations. The GPSS program is included in Appendix A.

GPSS uses the process interaction approach for modeling in which the model entities are either temporary or permanent. The temporary entities are called transactions and the permanent entities are called facilities and storages. The transactions represent the calling population and the facilities and storages represent the service centers. Transactions interact with other transactions and with the facilities and storages. In the Kalamata Air Force Base model the calling populations of aircraft are represented by transactions and the mission areas and the air traffic landing pattern segments are represented by facilities and storages.

The modeling and programming approach in GPSS is to define a set of programming statements called blocks that represent the entrance and flow of the transactions into the queuing system composed of the

facilities and storages. There can be many transactions simultaneously moving through the blocks. At any point in time each transaction is positioned at a block and most blocks can hold many transactions simultaneously. The transfer of a transaction from one block to another occurs instantaneously at a specific time or when some change of system condition occurs. Time in the GPSS model is managed by the next event sequence with the simulation clock changing at nonuniform discrete time points when the state of the system changes. Transactions continue to move through the system until they either encounter a waiting line or service time delay.

In GPSS simulated clock time is an integer value whose scale value is chosen by the programmer. The unit of time is not specifically stated but is implied by providing all times in the same units. In the Kalamata Air Force Base model the unit of time used is the second.

B. MODEL STRUCTURE IN GPSS

A brief description of some of the important programming blocks and storage areas used in the GPSS Kalamata Air Force Base model are contained in this section.

GENERATE and TERMINATE blocks: Transactions are created and enter the system at one or more GENERATE blocks and are removed from the simulation at TERMINATE blocks.

The time and frequency with which transactions enter the system are controlled by the GENERATE block. In the Kalamata Air Force Base model GENERATE blocks are used for the entry of training aircraft from the squadrons for take off assignments and for the entry of occasional aircraft from other bases into the Kalamata air traffic landing pattern.

ADVANCE block: The ADVANCE block will hold transactions for a specified or computed number of time units. The purpose of the ADVANCE block is to hold the transactions in service. In the Kalamata Air Force Base model ADVANCE blocks are used to simulate the time delays associated with take off delays, training mission areas and transit from point to point in the air leg segments of the air traffic landing pattern.

TEST block: The TEST block is used to manage or transfer transactions based upon the test conditions. In the Kalamata Air Force Base model the TEST block is used to prevent aircraft from entering the system after the daily training period and to assure that the aircraft in the system are correctly processed in order to complete all landings after the daily training period ends.

GATE block: The GATE block is used as a gate to interrupt the flow of transactions depending upon conditions that set the gate to "open" or "closed". In the Kalamata Air Force Base model GATE blocks are used to

prevent aircraft from continuing in the air traffic landing pattern or the take-off queue during an emergency event.

SELECT block: The SELECT block is used to direct the flow of transactions. In the Kalamata Air Force Base model SELECT blocks are used to assign the aircraft to the training mission areas after take-off.

JOIN, REMOVE, COUNT and MARK blocks: The JOIN, REMOVE, COUNT and MARK blocks are used to collect, remove, count and identify transactions in the queue. In the Kalamata Air Force Base model if the training mission areas are occupied the JOIN, REMOVE, COUNT and MARK blocks are used to determine current aircraft assignments based upon the shortest waiting lines for the areas.

FACILITIES and STORAGE areas: GPSS FACILITIES and STORAGE areas are used to collect and hold transactions for time delays that can be associated with service or performance of the transactions. A GPSS FACILITY can hold one transaction. A GPSS STORAGE area can hold more then one transaction. In the Kalamata Air Force Base model eight FACILITIES model the eight mission areas, one FACILITY models emergency aircraft, one FACILITY models the air traffic controller, four facilities model aircraft synchronization, and six STORAGE AREAS have been used to model the air leg segments of the air traffic landing pattern as described in the following page.

FACILITY	MODEL
101	Mission area 1.
102	Mission area 2.
103	Mission area 3.
104	Mission area 4
105	Mission area 5.
106	Mission area 6.
107	Mission area 7.
108	Mission area 8.
DANGER	Emergency aircraft.
CNTR	Traffic controller.
DUMY1	Aircraft synchronization.
DUMY2	Aircraft synchronization.
DUMY3	Aircraft synchronization.
DUMY4	Aircraft synchronization.

STORAGE AREA	Air Leg Segment
CAP1:	EP1-EP2
CAP2:	EP2-IP
CAP3:	IP-LIP
CAP4:	LIP-BREAK POINT
CAP5:	BREAK POINT-BASE KEY
CAP6:	BASE-FINAL

C. GATHERING STATISTICS WITH GPSS

GPSS automatically records data and collects queue statistics for transactions that pass through a storage area. In addition to the previously described GPSS programming blocks that manage the flow of transactions there are several block types that are specifically designed to gather statistics on transactions. These blocks and their application are described in this section.

QUEUE and DEPART statistic blocks: QUEUE and DEPART blocks are used to identify specific data collection points in the queue.

Data on transactions that move through the queue and enter and leave associated QUEUE and DEPART blocks is collected as separate sets of queue statistics. In the Kalamata Air Force Base model queue statistics were accumulated over the entire period of the simulation, in each queue of the air traffic pattern and in each queue of the mission areas. The accumulated statistics for each of the model queues are identified in the following list.

Queue Statistics

Maximum number of aircraft.

Average number of aircraft

Standard deviation of the number of aircraft.

Average waiting time.

Number of entries.

Number of entries that did not wait for entry.

Average wait time to enter the queue.

TABULATE, TABLE and QTABLE statistic blocks: The TABULATE, TABLE and QTABLE blocks are used to collect data for frequency and cumulative frequency tables. The TABLE and QTABLE blocks define the transaction characteristics that are to be counted and the range of the frequency tables. Data on characteristics of the transactions that pass through a TABULATE block are automatically collected. The TABULATE block may be used anywhere in the GPSS program and can collect data on all of the transactions computed characteristics. The TABULATE, TABLE and QTABLE blocks are used in the Kalamata Air Force Base model to tabulate the total flight time distribution for the two types of aircraft and waiting time distributions for all of the model queues.

IV. MODEL VALIDATION

The Kalamata Air Force Base model was validated by comparing model output to historical data for a specific take off schedule for the squadrons of aircraft. Historical data was made available for each aircraft for a three day period. The historical data is included in Appendix C.

For each aircraft the historical data consisted of the interarrival times for take off, the time spent waiting in the air traffic controller queue, the time spent waiting to enter area 3 and the total flight time. The historical data was accumulated and averaged for the three days of base activity. Using the historical interarrival rates as model inputs the model generated waiting times and total flight times were compared to the historical data.

The historical interarrival rate appeared to be nonhomogeneous on a daily basis. Therefore the operations day was broken into time periods for which the interarrival rates were homogeneous. These time periods were:

1) 07:30 - 08:40
2) 08:40 - 09:10
3) 09:10 - 11:10
4) 11:10 - 11:40
5) 11:40 - 14:00
6) 14:00 - 14:30
7) 14:30 - 16:20
8) 16:20 - 17:30

For each time period the interarrival times appeared to have an exponential distribution. This hypothesis was tested using the Kolmogorov-Smirnov test and was not rejected. The hypothesis test results are included in appendix D. With this base information the model was run for a period of eight days using the hypothesized exponential distributions for the take off interarrival times. The validation comparison tests follow.

Figure 4.1 displays a plot of the comparison of the actual wait time with model generated wait time for entry to area 3, and Figure 4.1a displays the regression line for the regression model:

Simulated Data=A+B*(Actual Data).

The slope of the regression line is .97 with a standard deviation of .027. The hypothesis B=1 was tested with the t-test and was not rejected. The probability level for the t-statistic was .16.

Figure 4.2 displays a plot for the comparison of actual wait time with model generated wait time in the air traffic controller queue and Figure 4.2a displays the regression line for the regression model:

Simulated Data=A+B* (Actual Data).

The slope of the regression line is .98 with a standard deviation of .043. The hypothesis B=1 was tested with the t-test and was not rejected. The probability level for the t-statistic was .43.

Figure 4.3 displays a plot of the comparison of actual total flight time with model generated total flight time and Figure 4.3a displays the regression line for the regression model:

Simulated Data=A+B*(Actual Data).

The slope of the regression line is .96 with a standard deviation of .019. The hypothesis B-1 was tested with the t-test and was not rejected. The probability level for the t-statistic was .09.

These results provide a validation of the model and show that the model data compares favorably with the historical data for the specified take off schedules.

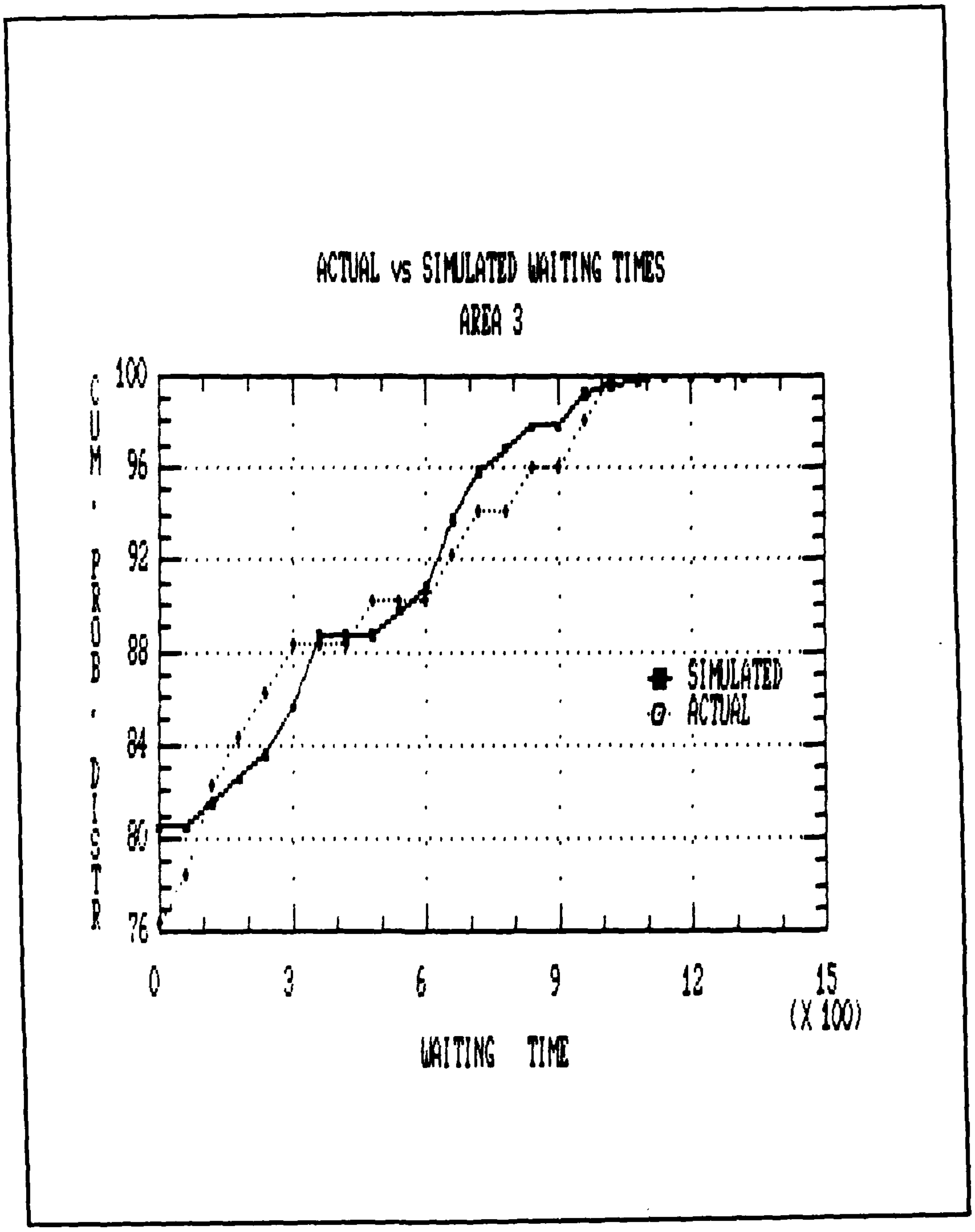


Figure 4.1 Comparison of Actual Wait Time with Simulated Wait Time in Area 3

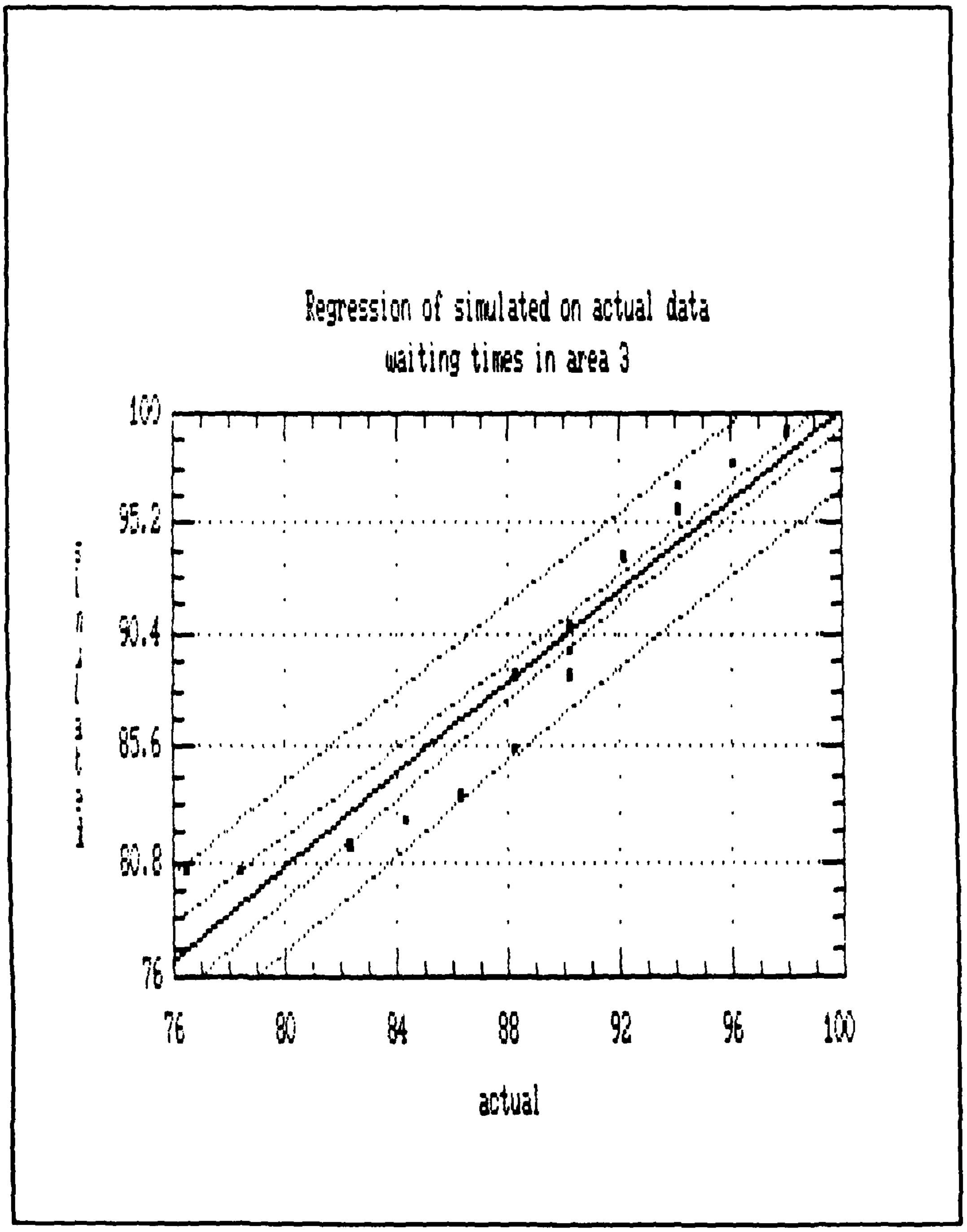


Figure 4.1a Regression of Simulated Wait Time on Actual Wait Time in Area 3

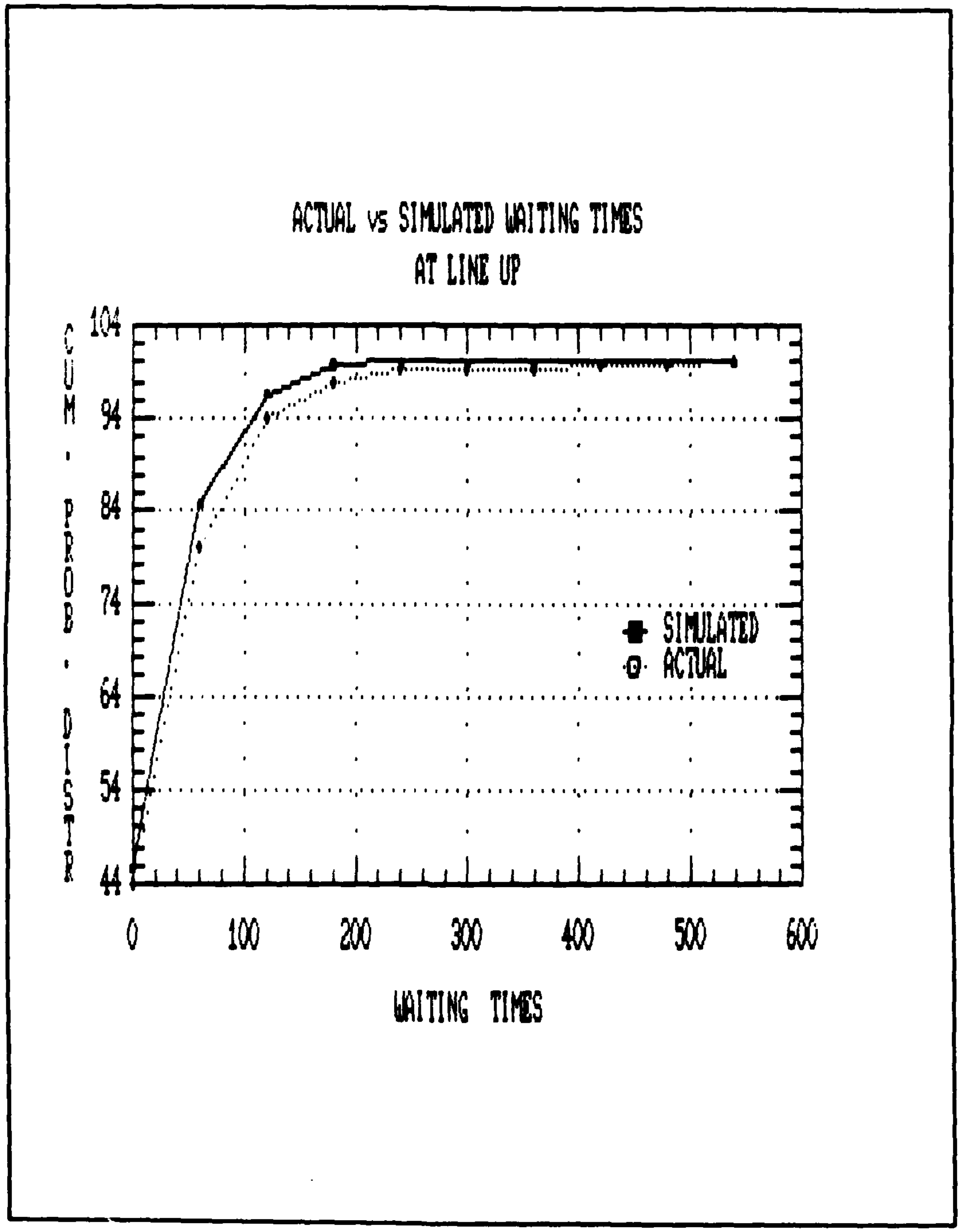


Figure 4.2 Comparison of Actual Wait Time with Simulated Wait Time at Line Up

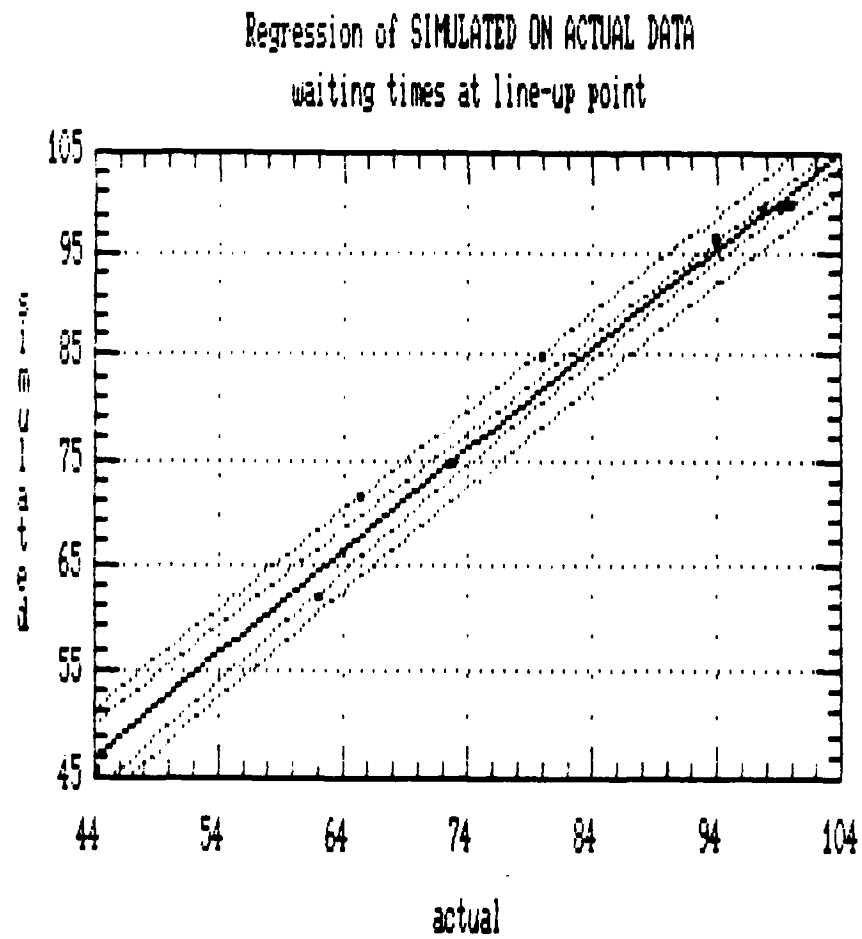


Figure 4.2a Regression of Simulated Wait Time on Actual Wait Time at Line Up

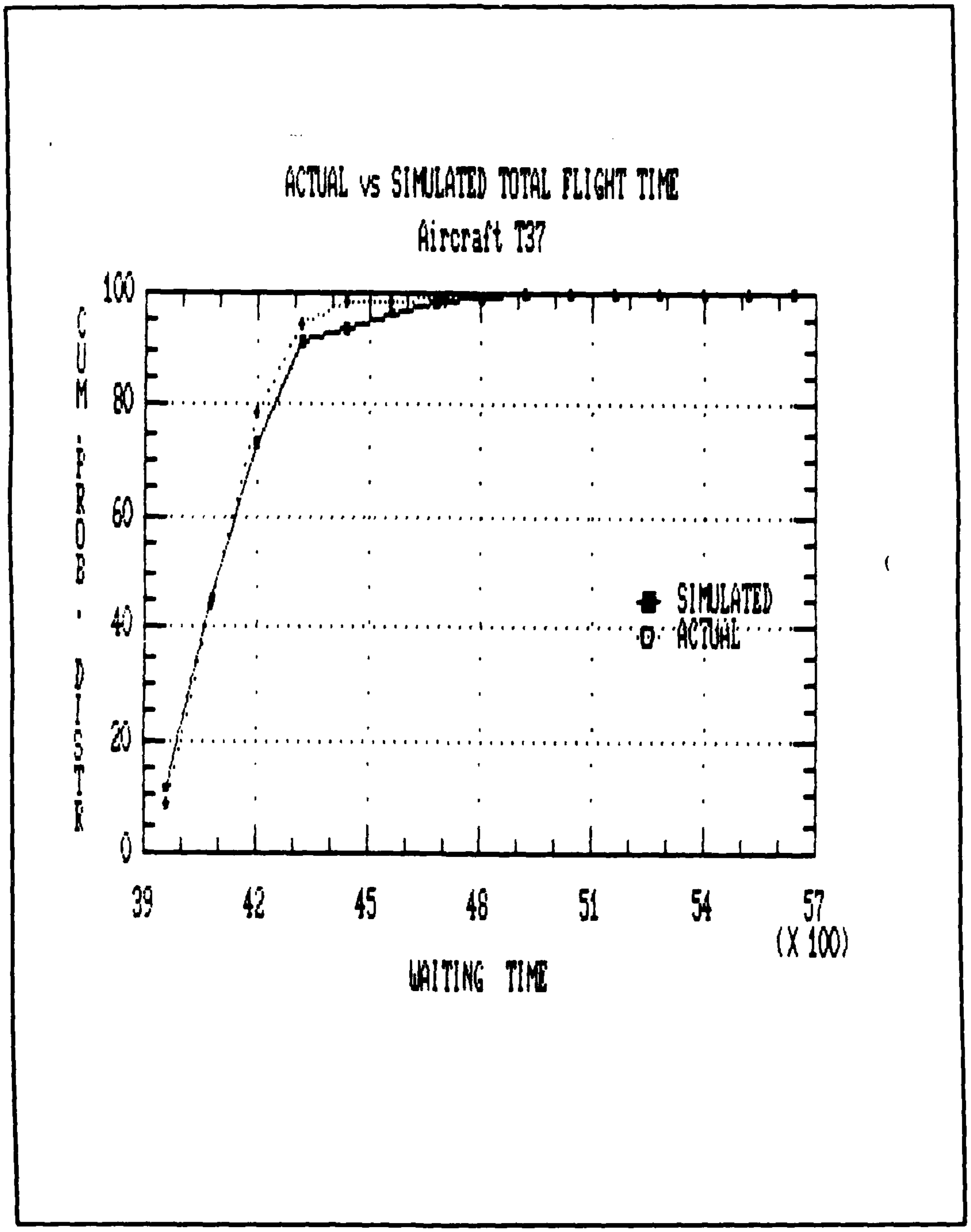


Figure 4.3 Comparison of Actual Flight Time with Simulated Flight Time

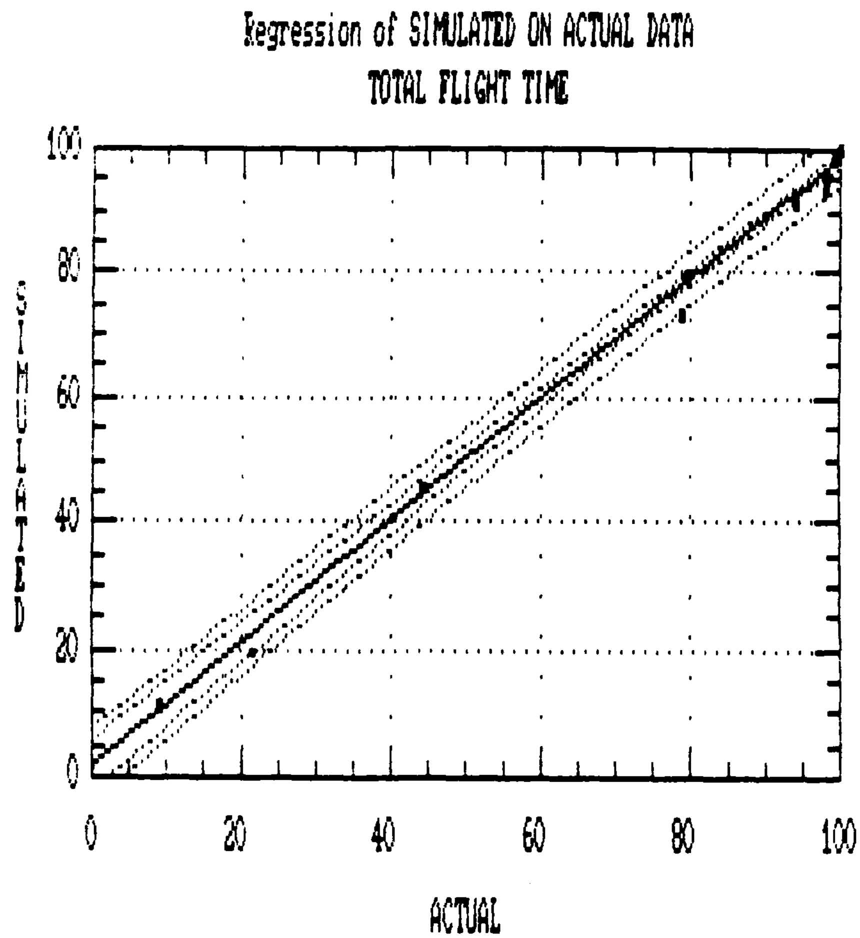


Figure 4.3a Regression of Simulated Flight Time on Actual Flight Time

V. RESULTS-ANALYSIS

This section contains a description of four basic and two additional take-off schedules for the squadron of training aircraft for Kalamata Air Force Base that were run in the model and a comparison analysis of the resulting air traffic controller congestion in order to determine a reasonable efficient take-off schedule. In order to run each take-off schedule in the model, the GPSS program had to be modified. These program modifications are included in Appendix B.

A. SCHEDULES

Schedule 1: This schedule consists of a forty minute take-off cycle. The cycle consists of two consecutive fifteen minute take-off periods followed by ten minutes of no take-off activity. The T-37 aircraft squadron assigns five aircraft for take-off in the first fifteen minute period. The T-2 aircraft squadron assigns five aircraft for take-off in the second fifteen minute period. This cycle is repeated until all the training aircraft are scheduled for take-off. Aircraft that can not take-off in their assigned period are recycled for later take-off. Aircraft taking-off have priority use of the runway over normally landing aircraft. This schedule was proposed for analysis by the two squadrons at Kalamata Air Force Base.

Schedule 1A: This schedule is derived from and is identical to Schedule 1 except that the number of aircraft scheduled for take-off in each fifteen minute period is four instead of five. This schedule was suggested as a result of reviewing the model output data for Schedule 1. It was thought that this change would decrease the number of training flights while also decreasing the air traffic congestion and waiting times.

Schedule 1B: This schedule is derived from and is identical to Schedule 1 with the take-off cycle period extended to sixty minutes. This schedule was also suggested as a result of reviewing the model output data for Schedule 1. It was thought that this change would also decrease the number of training flights while decreasing the air traffic congestion and waiting times.

Schedule 2: This schedule consists of an eight-minute take-off cycle. The cycle consists of two consecutive four-minute take-off periods. The T-37 aircraft squadron assigns one aircraft for take-off in the first four-minute period. The T-2 aircraft squadron assigns one aircraft for take-off in the second four-minute period. This cycle is repeated until all the training aircraft are scheduled for take-off. Aircraft that can not take-off in their assigned four-minute period are recycled for later take-off. This schedule was also suggested as a result of reviewing the model output data for Schedule 1. It was thought that this

model output data for Schedule 1. It was thought that this change would increase the number of training flights while decreasing the air traffic congestion and waiting times.

Schedule 2A: This schedule is derived from Schedule 2 and is identical to Schedule 2 except that the take-off cycle is extended to ten minutes with two five-minute take- off periods. This schedule was suggested as a result of reviewing the model output data for Schedule 2.

Schedule 3: This schedule is a reproduction of the schedule currently in use at Kalamata Air Force Base. The schedule contains no structure and take-off times are scheduled at random. The distributions of current interarrival times for take-off times were analyzed and found to be exponential for different periods during the day. This analysis is contained in Appendix C and was also used for model validation.

B. RESULTS

The model output data for each schedule are contained in Appendix E. The measures of effectiveness used in comparing schedules were performance and efficiency/safety. Performance is measured by the average number of training aircraft scheduled. Efficiency is measured by the average waiting times in the mission area queues. Safety is directly related to efficiency in that the smaller waiting times mean less hazardous flying conditions. The empirical

distributions for both of these measures for each schedule are contained in Appendix E.

The summary results for Schedule 1 are of interest because this schedule was suggested by the training squadrons at Kalamata Air Force Base. This schedule, by comparison with the other schedule results, does not provide the highest values for performance and efficiency/safety. It was because of these results that the other schedules were derived from Schedule 1 by sensitivity analysis.

The summary results for Schedule 3 are of interest because this schedule is a reproduction of the schedule currently in use at Kalamata Air Force Base. This schedule by comparison with the other schedule results, also does not provide the best values for performance and efficiency/safety.

It was found that by applying Schedule 1A and comparing the results to Schedule 1 that performance decreased but that efficiency/safety improved drastically. Figure 5.1 compares the cumulative mission area waiting time distributions and Figure 5.2 compares the cumulative LIP point waiting time distributions for Schedules 1 and 1A.

Schedule 2 results were more efficient than Schedule 1 results. However, by applying Schedule 2A mission area waiting times decreased dramatically and provided the most efficiency/safety measure for all schedules examined. Figure 5.3 compares the cumulative mission area waiting time

distributions and figure 5.4 compares the cumulative LIP point waiting time distributions for schedules 2 and 2A. Figure 5.5 compares the cumulative mission area waiting time distributions for schedules 1A, 2A and 3. It is obvious that Schedule 2A is preferable to Schedule 1.

Schedule 3 results were more efficient than Schedule 1 results. The performance measure for Schedule 3 however is the lowest of all the schedules examined. Figure 5.6 compares the cumulative LIP point waiting time distributions for schedules 1A, 1B, 2A and 3.

C. ANALYSIS

From the above summary results the preferred schedules appear to be Schedules 1A and 2A. An analysis of variance was performed, using the function "ANOVA" from the OA3660 APL WORKSPACE, to test the hypothesis that the mean mission area waiting time differences for schedules 1, 1A, 2, 2A are not significant. The analysis of variance results are contained in Table 5.1. These results show that the null hypothesis of no significant differences between mean mission area waiting times is rejected at significance levels greater than .995.

The Sum of Squares from the previous analysis was broken into three components in order to test for individual effects rather than just a schedule effect using individual degrees of freedom. The results of this analysis are

contained in the tables 5.2 and 5.2a. These results show that the hypothesis of no significant difference between the compared mean mission area waiting times for the selected schedules is rejected for each comparison at significance levels greater than .975.

TABLE 5.1

ANALYSIS OF VARIANCE RESULTS

ANOVA TABLE

SOURCE	DF	SS	MS	F
SCHEDULE	3	232864.74	77621.59	27.77
ERROR	4	11181.05	2795.27	
TOTAL	7	244045.78		

R-SQUARE = 0.954

OVERALL MEAN = 200.68

TREATMENT EFFECTS -87.56266.68***.50 14.39

-68.5	24.02	0.435	-17.92
68.5	-24.02	-0.435	17.92

TABLE 5.2

ANOVA WITH INDIVIDUAL DEGREES OF FREEDOM

SCHEDULE 1		SCHEDULE 1A		SCHEDULE 2A		SCHEDULE 2	
44.62	181.62	49.138	443.34	7.62	6.75	197.15	232.99
1	1	1	1	1	1	1	1
1	1	1	1	-1	-1	-1	-1
1	1	-1	-1	0	0	0	0
0	0	0	0	-1	-1	1	1
1	-1	0	0	0	0	0	0
0	0	1	-1	0	0	0	0
0	0	0	0	1	-1	0	0
0	0	0	0	0	0	1	-1

$D=S_{bij}^2$	$Z=Sb_{ij}X_j$	$w_i^2=Z_i^2/D_i$
8	--	--
8	716.45	64162.575
4	-708.48	125485.970
4	415.77	43216.173
2	-137.00	9384.500
2	48.04	1153.920
2	0.87	0.378
2	1284.50	642.250

TABLE 5.2a

ANALYSIS OF VARIANCE RESULTS

USING INDIVIDUAL DEGREES OF FREEDOM

SCHEDULES	SS	DF	MS	F
(1,1A)vs(2,2A)	64162.575	1	64162.575	22.954
1 vs 1A	125485.970	1	125485.970	44.892
2 vs 2A	43216.173	1	43216.173	15.460
RESIDUAL	11181.048	4	2795.262	
TOTAL	244045.760	7		

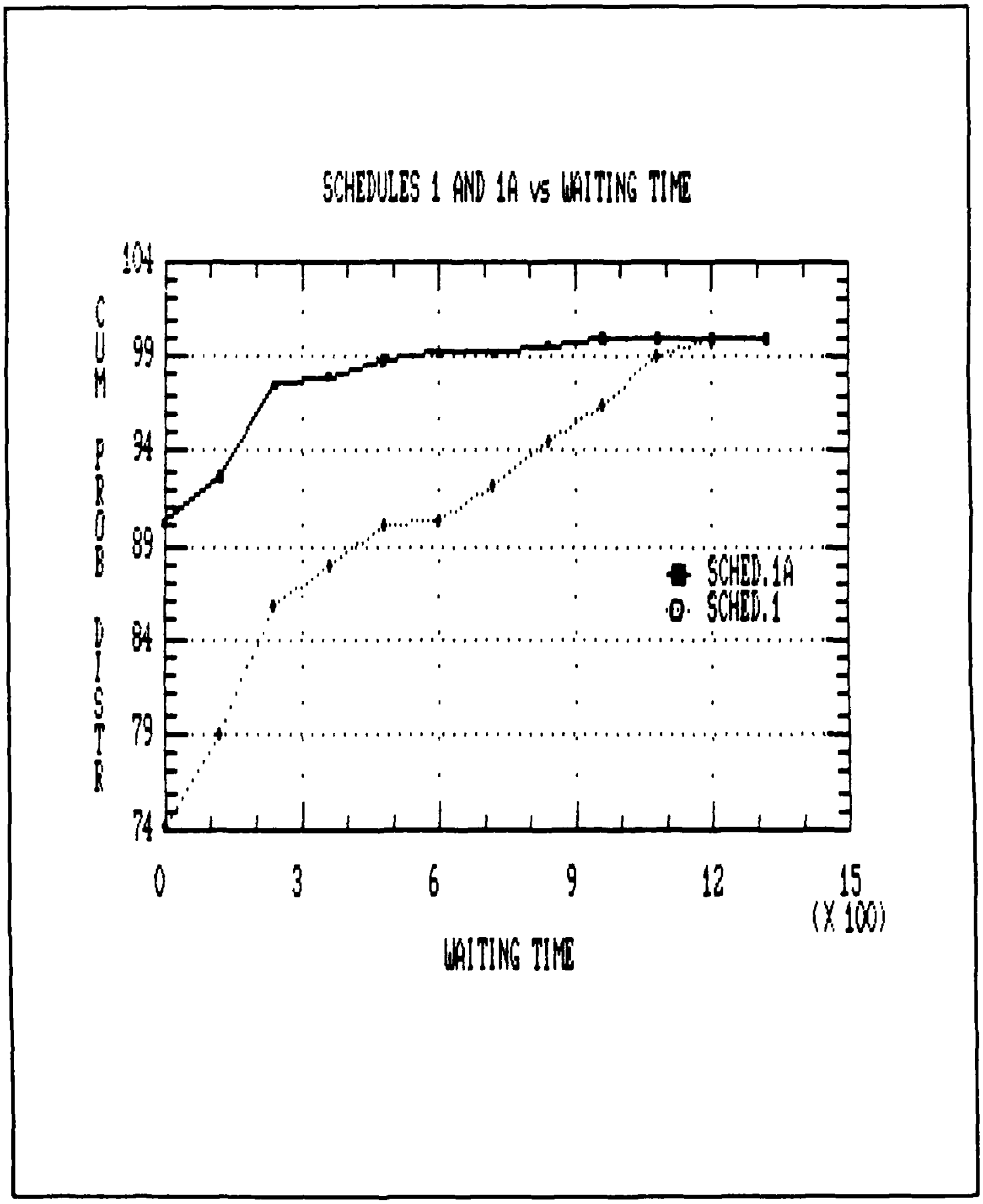


Figure 5.1 Cumulative Waiting Time Distribution in the Mission Areas Schedules 1 and 1A

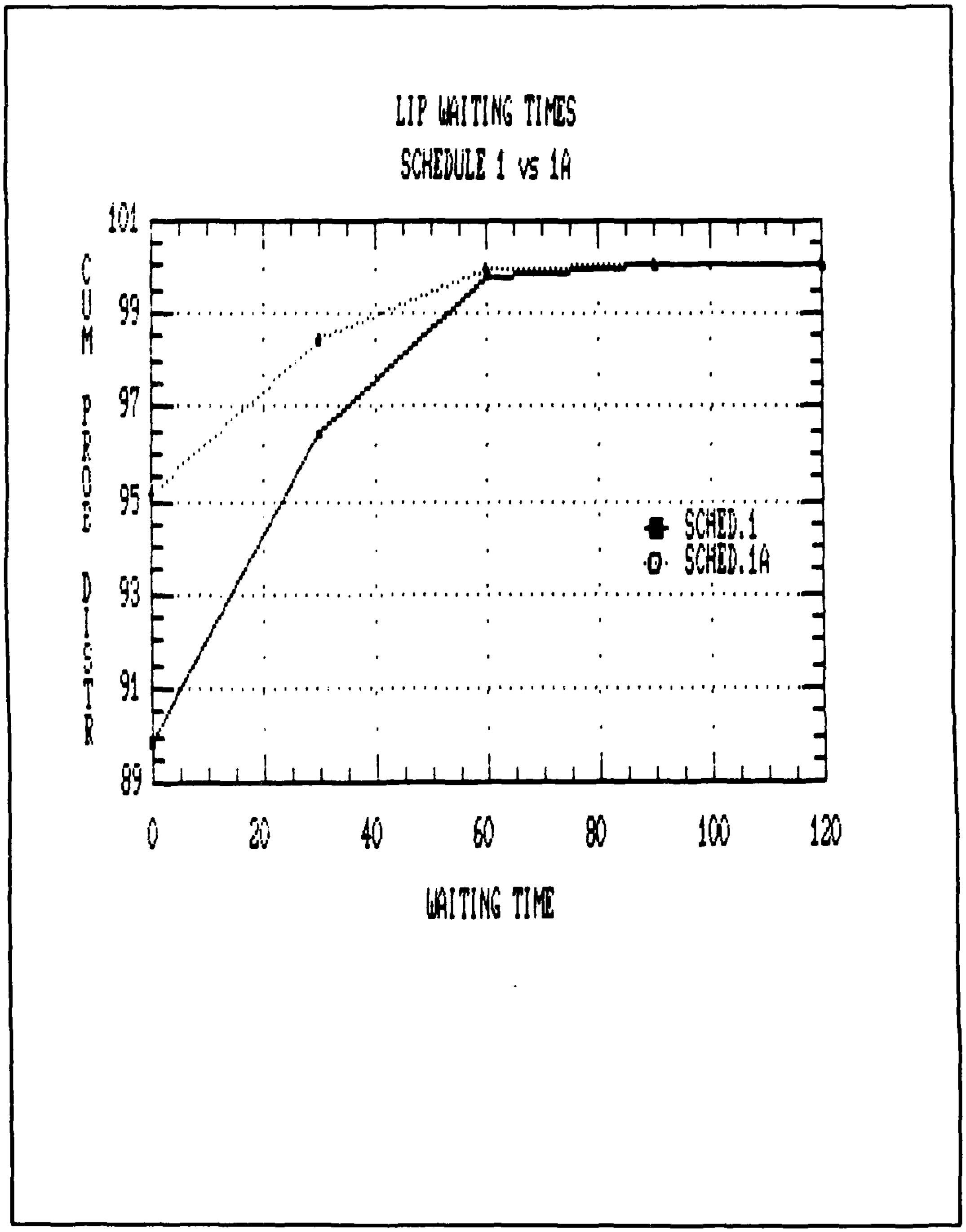


Figure 5.2 Cumulative LIP Waiting Times

Schedule 1 and 1A

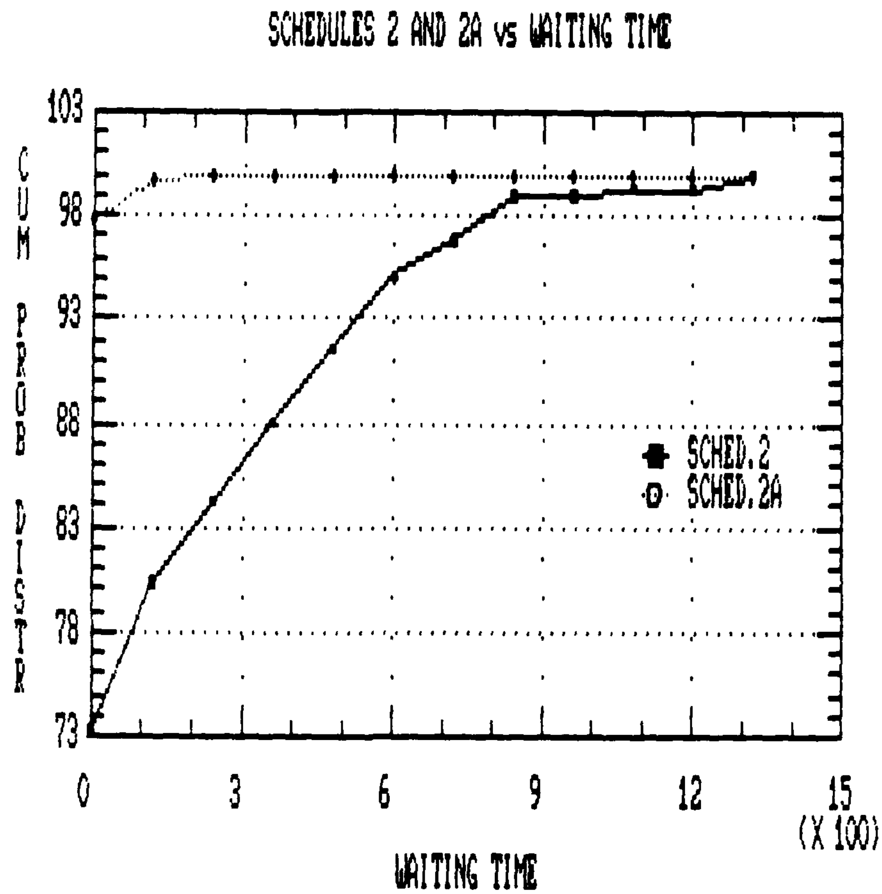


Figure 5.3 Cumulative Waiting Time Distribution in the Mission Areas Schedules 2 and 2A

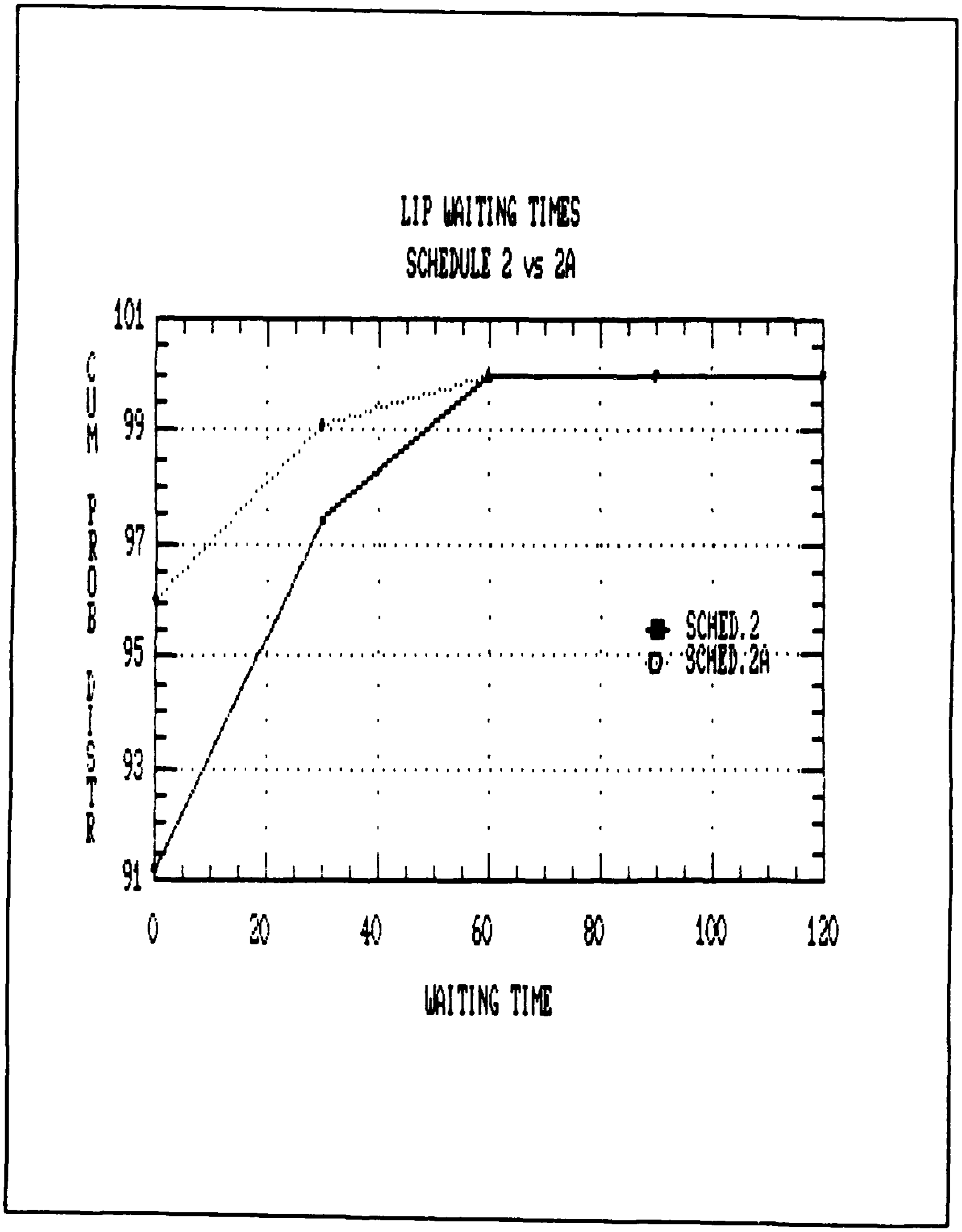


Figure 5.4 Cumulative LIP Waiting Times

Schedule 2 and 2A

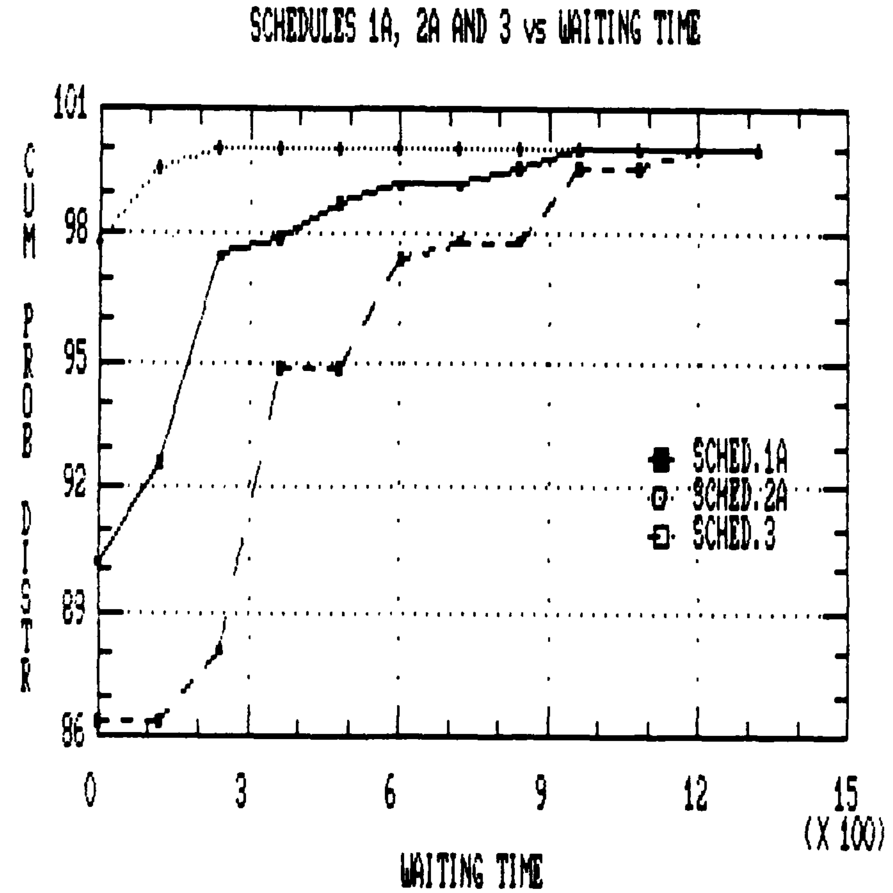


Figure 5.5 Cumulative Waiting Time Distribution in the Mission Areas Schedules 1A 2A and 3

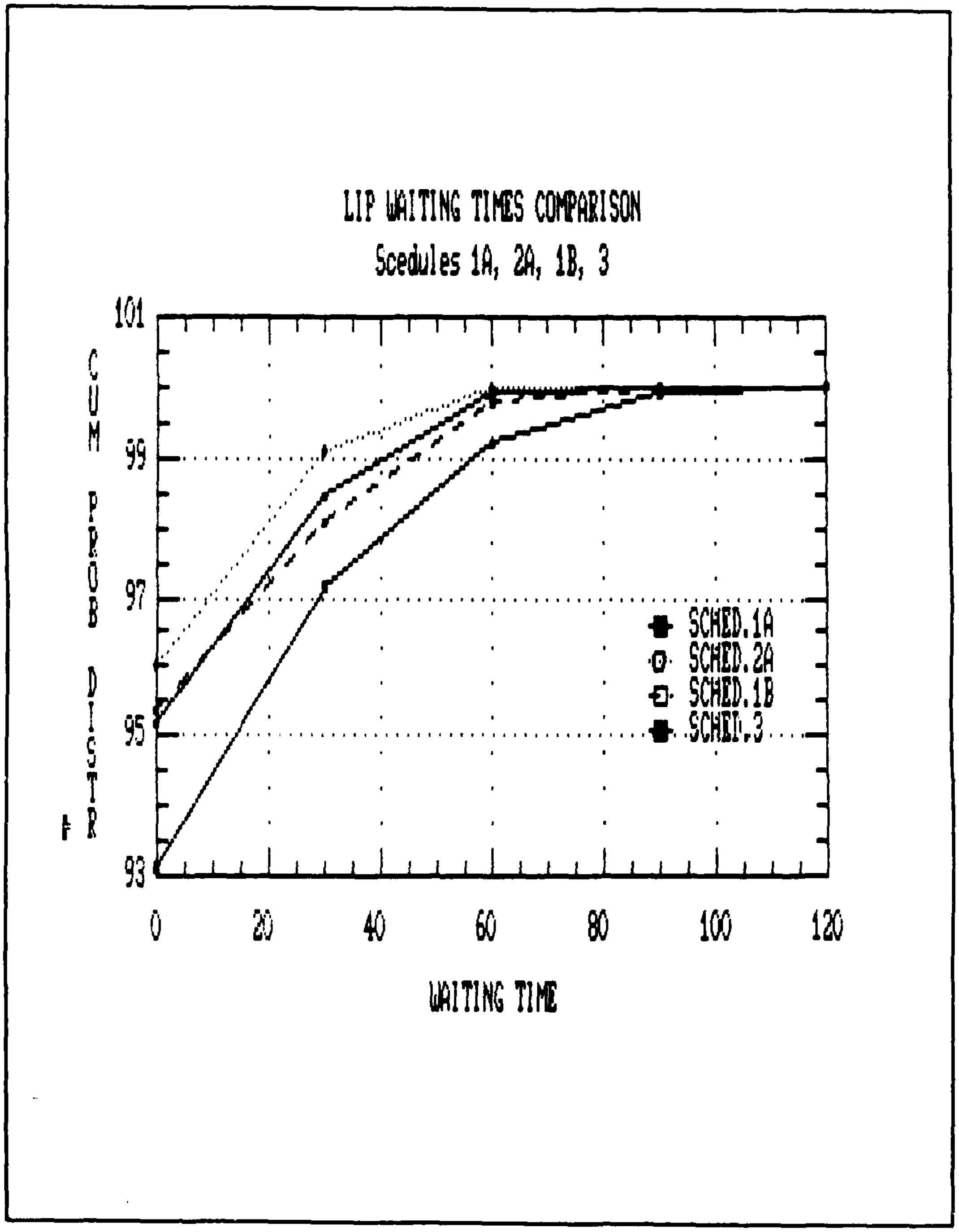


Figure 5.6 Cumulative LIP Waiting Times

Schedules 1A 1B 2A and 3

VI. CONCLUSIONS - SUMMARY

A. CONCLUSIONS

If an added emphasis is to be placed upon the efficiency/safety factor in scheduling the aircraft then Schedule 2A is the preferred schedule. If Schedule 2A conflicts with local base operations due to other operating constraints then Schedule 1A is the next best schedule. The difference in mean mission area waiting times for these two schedules is made more significant when it is also realized that landing aircraft have runway priority in schedule 2A and do not in Schedule 1A. Figure 6.1 compares the cumulative mission area waiting time distributions and figure 6.2 compares the cumulative LIP point waiting time distributions for schedules 1A and 2A.

If added emphasis is to be placed upon the performance factor in scheduling the aircraft then Schedule 2 is the preferred schedule. However, the increase of twenty four scheduled aircraft is at the expense of more than a ten fold increase in mean mission area waiting times that contributes to air traffic congestion and pilot fatigue and should be avoided if possible. Again, if Schedule 2 conflicts with local base operations due to other operating constraints then Schedule 1 is the next best schedule. It is

recommended that the efficiency/safety factor be the deciding factor in selecting schedules.

Table 6.1 contains a summary comparison between the different schedules. In this table the first column contains the average number of flights, the second column contains the percentage of the aircraft that waited in the mission area queues, the third column contains the percentage of the aircraft that waited more than 180 seconds in the mission area queues, the fourth column contains the percentage of the aircraft that waited more than 30 seconds at LIP and the fifth column contains the average conditional waiting time, in seconds, in the mission area queues.

TABLE 6.1

SUMMARY COMPARISON BETWEEN SCHEDULES

	# of A/C scheduled	% of A/c waiting in m. areas	% of A/C waiting >180"in m.areas	% of A/C waiting >30"in LIP	Avg.Conditional waiting time in seconds
Sch.2A	106	2	0	0.8	11
Sch.1A	106	7	5.6	1.6	45
Sch.2	130	26	18	2.5	203
Sch.1B	89	7	7	2	230
Sch.3	99	14	13	3	368
Sch.1	130	26	17	3.5	496

Figure 6.3 compares the cumulative mission area waiting time distributions and figure 6.4 compares the cumulative LIP point waiting time distributions for schedules 1 and 2.

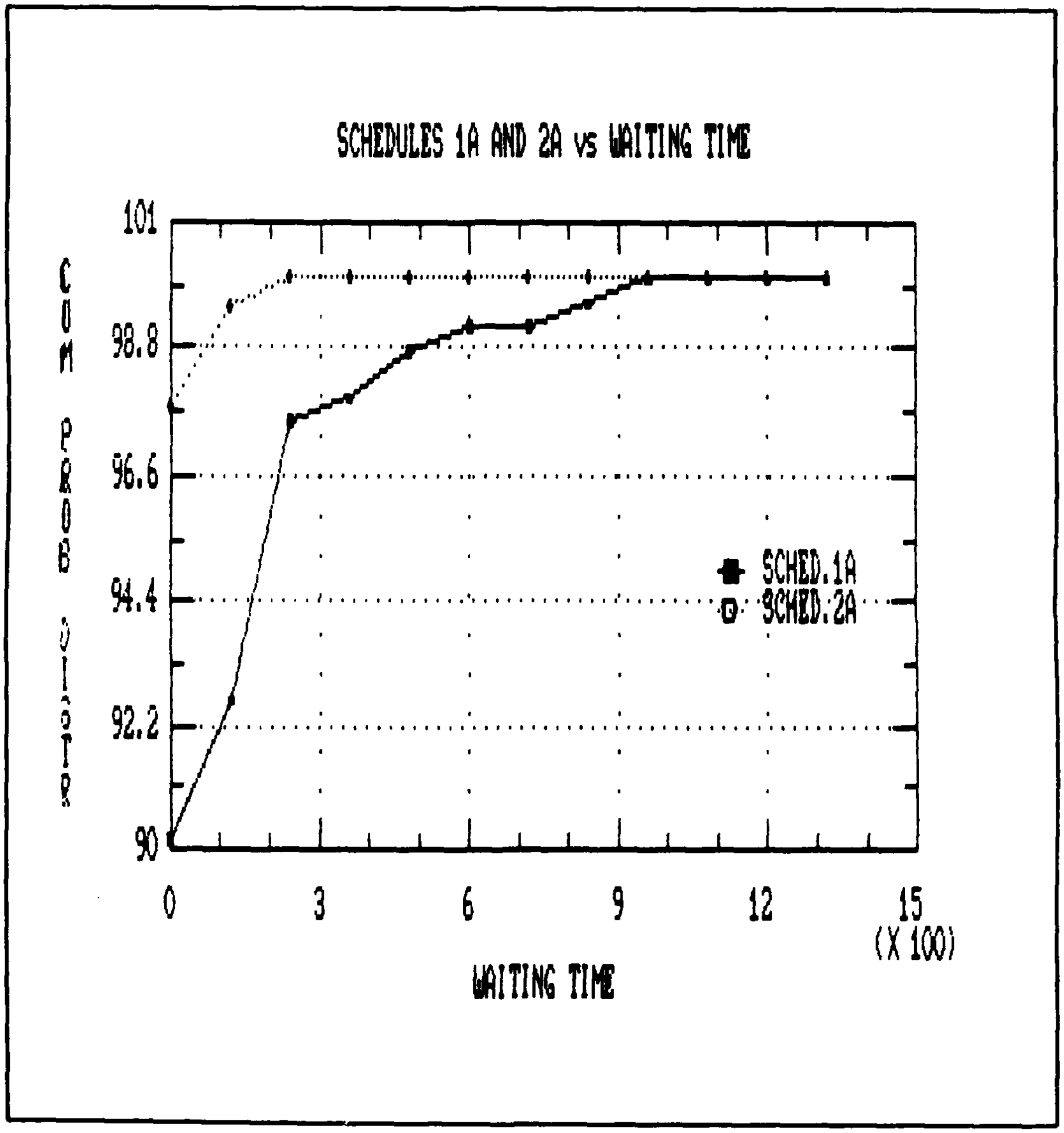


Figure 6.1 Cumulative Waiting Time Distribution in the Mission Areas Schedules 1A and 2A

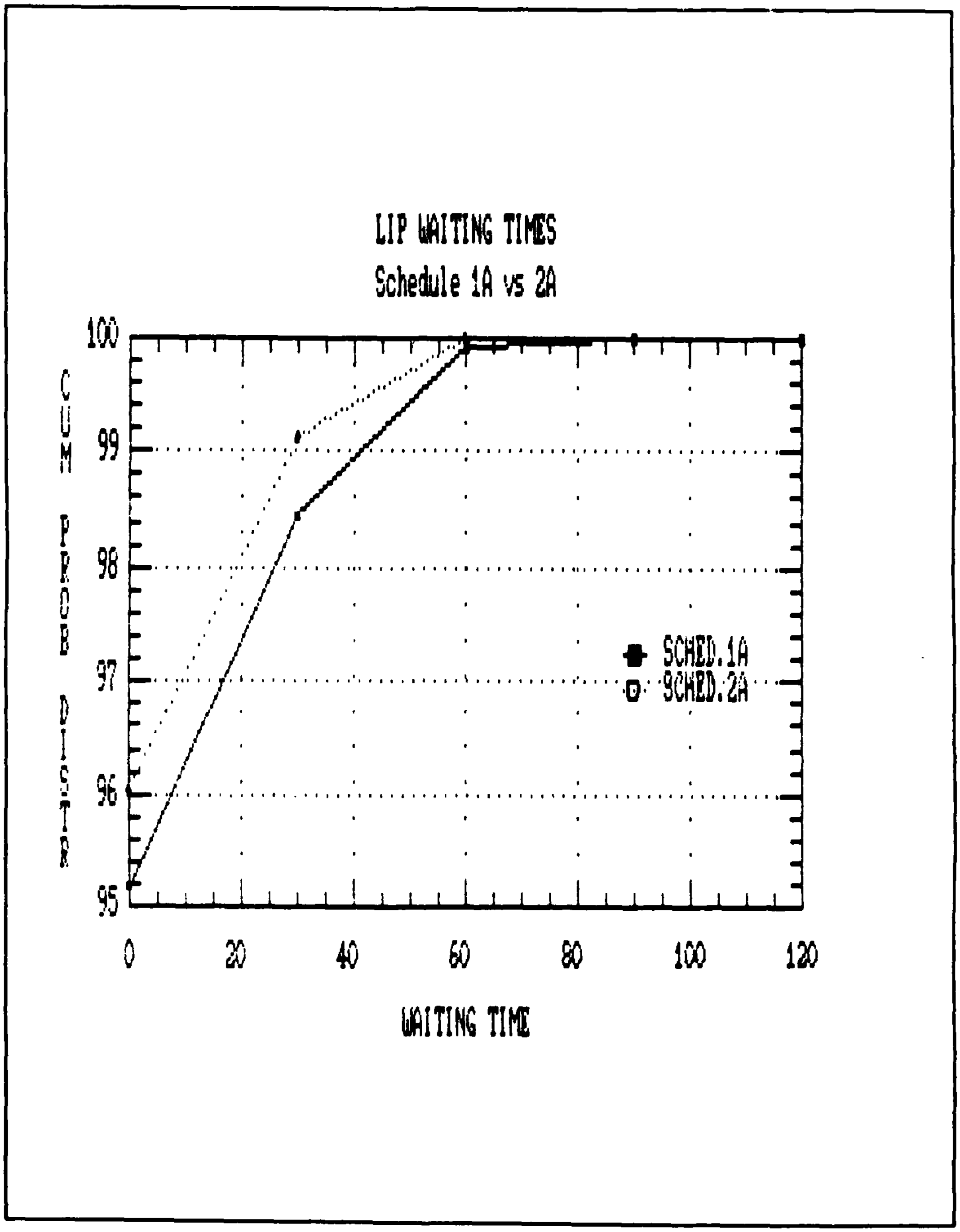


Figure 6.2 Cumulative LIP Waiting Times

Schedules 1A and 2A

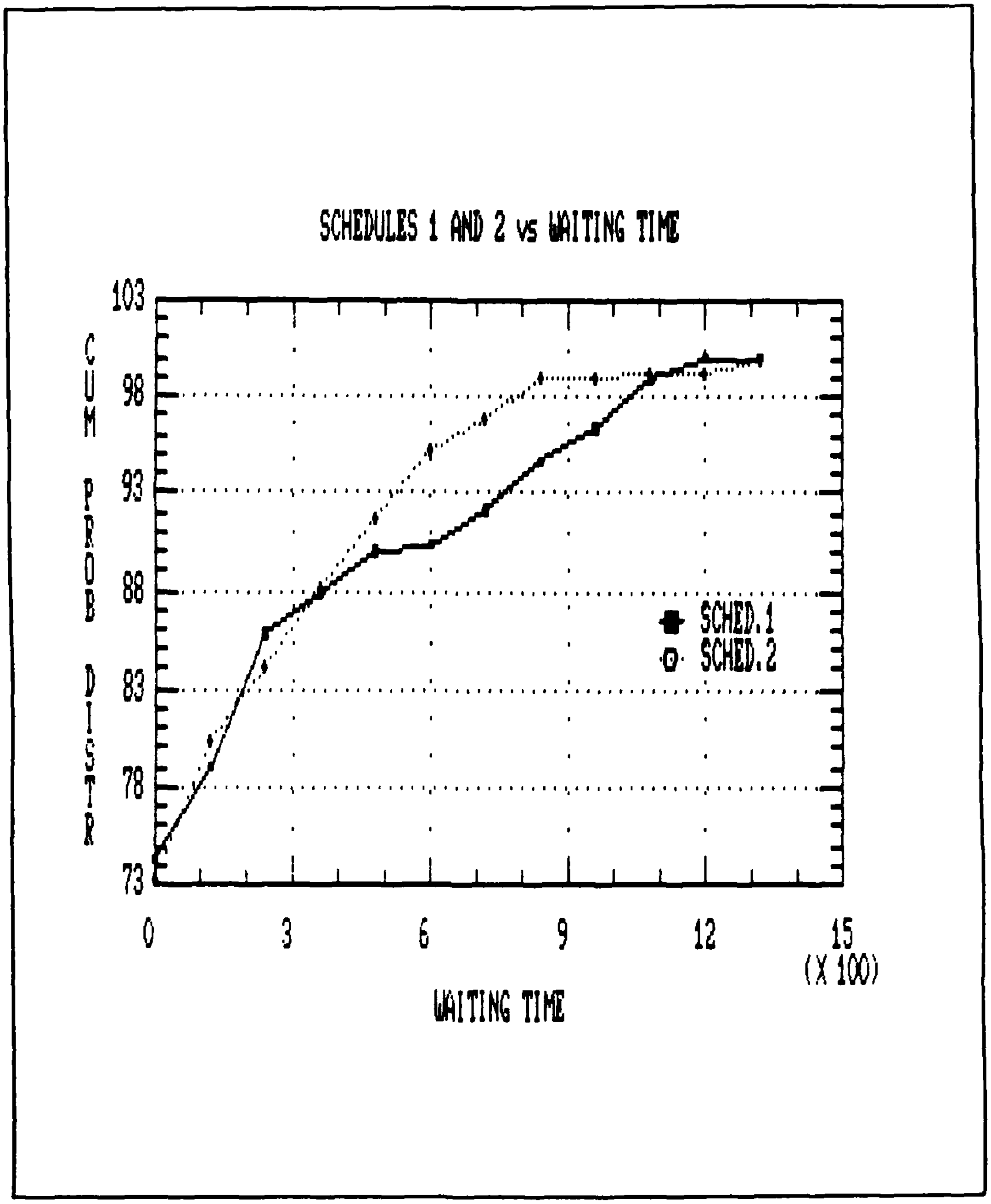


Figure 6.3 Cumulative Waiting Time Distribution in the Mission Areas Schedules 1 and 2

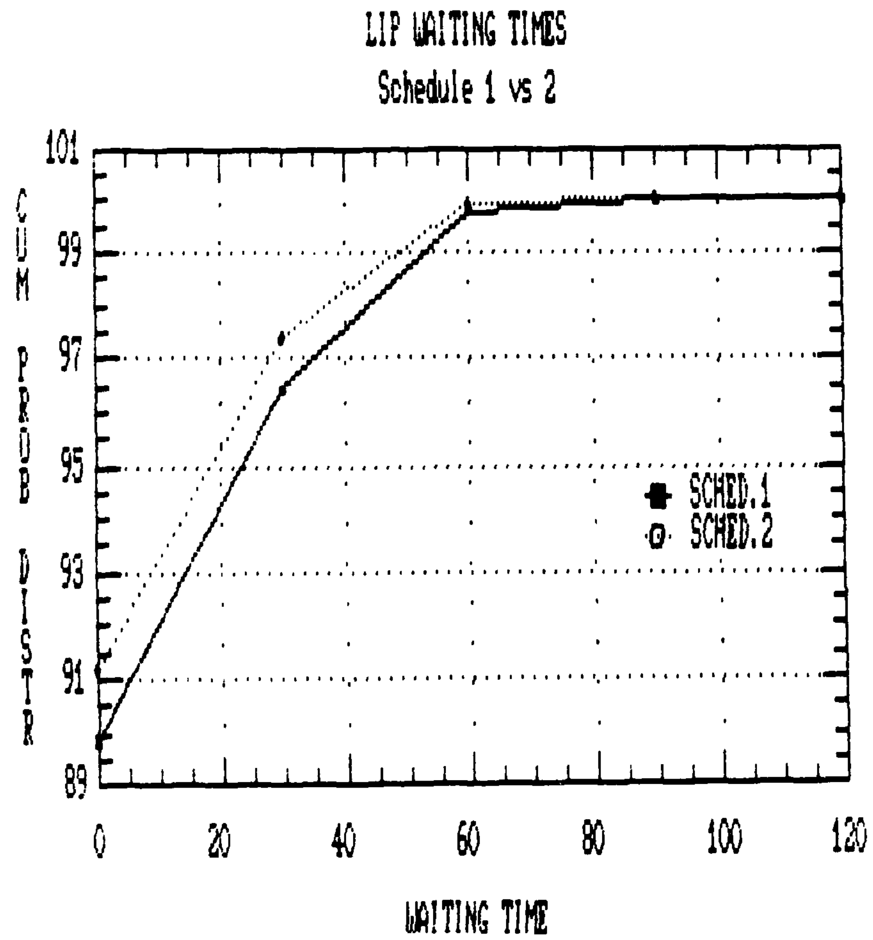


Figure 6.4 Cumulative LIP Waiting Times

Schedules 1 and 2

B. SUMMARY

This thesis presents an IBM-PC GPSS model for studying aircraft take-off schedules at Kalamata Air Force Base in Greece. The model is specific to Kalamata Air Force Base because of the structure and sequence of the queues used in modeling the air traffic control points and the training mission areas. The GPSS program can be transferred to any IBM-PC compatible computer that will run GPSS. The model can therefore be used at the Kalamata Air Force Base to continue to examine other aircraft take-off schedules and to help reducing fuel consumption.

Six aircraft take-off schedules were examined and a comparison of results was based upon factors of performance and efficiency/safety. The take-off schedule currently used at Kalamata Air Force Base is shown to be a poor performer with a low efficiency/safety factor. The take-off schedule proposed for use by the training squadron personnel at Kalamata Air Force Base is shown to have the highest performance factor and the worst efficiency/safety factor.

The specific schedule of ten minutes of a ten minute take-off cycle consisting of two consecutive five minute take-off periods from each squadron with runway priority given to landing aircraft is shown to be the best schedule based upon the recommended emphasis placed upon efficiency/safety rather than on numerical performance.

APPENDIX A

This appendix contains the GPSS program for the Kalamata Air Force Base model.

```
10 ****************************************************************************
20 *                                                                          *
30 *                  AIR-TRAFFIC CONTROL  SIMULATION                         *
40 *                  -------------------------------                         *
50 *                                                                          *
60 ****************************************************************************
70 *
80 *
90 *                          EXPONENTIAL DISTRIBUTION
100 *
110 EXP      FUNCTION      RN1,C24
0,0/.1,.104/.2,.222/.3,.355/.4,.509/.5,.69/.6,.915/.7,1.2/.75,1.38
.8,1.6/.84,1.83/.88,2.12/.9,2.3/.92,2.52/.94,2.81/.95,2.99/.96,3.2
.97,3.5/.98,3.9/.99,4.6/.995,5.3/.998,6.2/.999,7/.9998,8
120 *
130 *
140 MEAN     FUNCTION      C1,D8
3600,380.11/5400,221.60/13200,488.62
15000,242.63/23400,557.83/25200,124.58
31800,494.60/36600,221.30
150 *
160 *
170              GENERATE      ,,,1                 ;CREATE A SINGLE TRANSACTION
180 SWITCH1 LOGIC S       1                    ;SET LOGIC SWITCH 1
190              ADVANCE       300                  ;T-37 TAKE OFF
200              LOGIC R       1                    ;RESET LOGIC SWICH 1
210              ADVANCE       2100                 ;NONE T-37 TAKES OFF
220              TRANSFER      ,SWITCH1
230              GENERATE      ,,900,1
240 SWITCH2 LOGIC S       2                    ;SET LOGIC SWICH 2
250              ADVANCE       300                  ;T-2 TAKE OFF
260              LOGIC R       2                    ;RESET LOGIC SWICH 2
270              ADVANCE       2100                 ;NONE T-2 TAKES OFF
280              TRANSFER      ,SWITCH2
290              GENERATE      9000,FN$EXP          ;CREATE EMERGENCY EVENTS
300              SEIZE         DANGE
310              ADVANCE       600,180              ;EMERGENCY HOLDS
320              RELEASE       DANGE
330              TERMINATE                          ;EMERGENCY TERMINATES
340 *
350              GENERATE      9100,FN$EXP          ;A/C FROM OTHER BASES
360              ASSIGN        1,2                  ;ASSIGN TO A PARAMETER
370              MARK          4                    ;MARK THE TIME
380              TRANSFER      ,EPI
390 *
400 *    CREATE AIRCRAFTS FROM TWO DIFFERENT SQUADROMS ON BASE
410 *
420              GENERATE      60,10                ;CREATE T-37'S
430              TEST L        N$GNRT,1,PISTA       ;THE SIMULATION STOPS AFTER
440              GATE LS       1,PISTA
450              ASSIGN        1,1                  ;ASSIGN TO A PARAMETER

460              TRANSFER      ,DOWN
470 *
480              GENERATE      60,10                ;CREATE T-2'S
490              TEST L        N$GNRT,1,PISTA
500              GATE LS       2,PISTA
```

```
510          ASSIGN       1,0                   ;ASSIGN TO A PARAMETER
520 DOWN     QUEUE        CNTR                  ;WAIT OUT OF THE RUNWAY
530          GATE FV      DANGE                 ;DONT MOVE IF EMERGENCY HOLDS
540 *        GATE SE      CAP6                  ;CHECK FOR A\C ON BASE LEG
550          SEIZE        CNTR                  ;CAPTURE THE CONTROLLER
560          DEPART       CNTR                  ;GOING FOR LINE UP
570 LINUP    ADVANCE      70,20                 ;LINE-UP CHECK
580          RELEASE      CNTR                  ;TAKE-OFF
590          MARK         6                     ;START FLIGHT TIMEFOR T-2 A/C
600          MARK         7                     ;START FLIGHT TIME FOR T-37 A/C
610          ADVANCE      100,10                ;AFTER TAKE OFF TO DEPART POINT
615          TRANSFER     .25,,OTHER            ;FORMATIONS, INSTR.FL., CPM
620 *
630          SELECT E     2,101,108,0,F,QUEUP   ;FIND EMPTY AREA IF EXISTS ONE
640 AREA     TEST E       BV$FIRST,1,WEST       ;CHOOSE EAST OR WEST AREA
650 *
660 *      E A S T   A R E A S
670 *
680          SAVEVALUE    13+,P1                ;RECORDS T-37'S
690          SAVEVALUE    14+,1                 ;RECORDS TOTAL # OF A/C
700 WAIT     QUEUE        P2                    ;WAIT IN THE QUEUE
710          TEST E       P1,1,TTWO             ;A/C TYPE T-37
720          SEIZE        P2                    ;CAPTURE THE AREA
730          DEPART       P2                    ;LEAVE THE QUEUE
740          JOIN         FARM                  ;JOIN THE GROUP
750          MARK         60                    ;COUNT THE TIME IN THE AREA
760          ADVANCE      2100,300              ;DO SCHEDULED ACTIVITY
770          RELEASE      P2                    ;FREE THE AREA
780          REMOVE       FARM                  ;OUT OF THE GROUP
790 *
800          GATE FV      DANGE                 ;IF EMERGENCY ORBIT UNDER
810 TOIP     ADVANCE      120,30                ;GOING TO EP1
820 IPE      QUEUE        CAP1                  ;ENTER THE QUEUE
830          SEIZE        DUMY1                 ;SYNCHRONIZE THE AIRCRAFTS
840          GATE FV      DANGE                 ;IF EMERGENCY ORBIT THERE
850          ENTER        CAP1                  ;CAPTURE THE STORAGE
860          TRANSFER     SIM,DIR,DLY
870 DLY      ADVANCE      10
880 DIR      DEPART       CAP1                  ;LEAVE THE QUEUE
890          RELEASE      DUMY1
900          ADVANCE      120,10                ;GOING TOWARDS EP2
910          LEAVE        CAP1                  ;FREE THE STORAGE
920 *
930 BAK      QUEUE        CAP2                  ;ENTER THE QUEUE
940          SEIZE        DUMY2                 ;SYNCHRONIZE THE AIRCRAFTS
950          GATE FV      DANGE                 ;IF EMERGENCY ORBIT THERE
960          ENTER        CAP2                  ;ENTER THE STORAGE
970          TRANSFER     SIM,DRC,DLL
980 DLL      ADVANCE      10
990 DRC      DEPART       CAP2                  ;DEPART THE QUEUE
1000         RELEASE      DUMY2
1010         ADVANCE      70,10                 ;GOING TOWARDS IP
1020         LEAVE        CAP2                  ;FREE THE STORAGE
1030 *
1040 RWAY    QUEUE        CAP3                  ;ENTER THE QUEUE AT IP
1050         SEIZE        DUMY3                 ;SYNCHRONIZE THE AIRCRAFTS
1060         GATE FV      DANGE,EPI             ;IF EMERGENCY GO TO EPI
1070         ENTER        CAP3                  ;ENTER THE STORAGE
1080         TRANSFER     SIM,DIREC,DELAY
1090 DELAY   ADVANCE      10
1100 DIREC   DEPART       CAP3                  ;DEPART THE QUEUE
1110         RELEASE      DUMY3
1120         ADVANCE      65,5                  ;GOING TOWARDS LIP
1130         LEAVE        CAP3                  ;FREE THE STORAGE
1140 *
1150 LIP     QUEUE        CAP4                  ;ENTER THE QUEUE AT LIP
1160         SEIZE        DUMY4                 ;SYNCHRONIZE THE AIRCRAFTS
1170         GATE FV      DANGE,EPI             ;IF EMERGENCY GO TO EPI

1180         ENTER        CAP4                  ;ENTER THE STORAGE
```

```
1190          TRANSFER    SIM,DIRE,DELA
1200 DELA     ADVANCE     10
1210 DIRE     DEPART      CAP4            ;LEAVE THE QUEUE
1220          RELEASE     DUMY1
1230          ADVANCE     70,10           ;GOING TO BREAK POINT
1240          LEAVE       CAP4            ;FREE THE STORAGE
1250          GATE FV     DANGE,EPI       ;IF EMERGENCY : GO TO ENTR.POINT
1260          GATE SNF    CAP5,CNTU       ;CHECK A/C ON DOWNWING DON'T QUEUE
1270 *
1280          ENTER       CAP5            ;THEY ARE SYNCHRONIZED HERE
1290          ADVANCE     45,15           ;DOWNWING LEG
1300          LEAVE       CAP5            ;FREE THE STORAGE
1310          GATE FV     DANGE,FAST      ;IF EMERGENCY : GO TO ENTR.POINT
1320 BASE     GATE SNF    CAP6,GOAR       ;CHECK #A/C ON BASELEG DON'T QEJEU
1330          ENTER       CAP6            ;ENTER THE CAPACITY
1340          ADVANCE     45,15           ;BASE LEG
1350          LEAVE       CAP6            ;FREE THE CAPACITY
1360 *
1370          GATE FV     DANGE,TELO      ;IF EMERGENCY DO FULL STOP
1380          GATE FV     CNTR,GOAR       ;IF A/C IN THE RUNWAY GO-AROUND
1390          TEST NE     P1,2,OUT        ;A/C FROM OTHER BASE
1400          TEST E      P1,1,TTT        ;CHECK FOR A/C TYPE T-37
1410          TEST LE     MP7,3900,TELO   ;CHECK FLIGHT TIME OF T-37
1430 MORE     ADVANCE     10,5            ;TOUCH AND GO
1433          TEST NE     P1,2,CNTU
1436          SAVEVALUE   20+,1           ;COUNT THE NUMBER OF LANDS
1440          TRANSFER    ,CNTU
1450 OUT      TEST G      MP4,900,MORE    ;CHECK FLIGHT TIME FOR FORR. A/C
1460 TELO     ADVANCE     20,5            ;FULL STOP LANDING
1470          TEST NE     P1,2,PISTA      ;CHECK FOR OTHER TYPE A/C
1480 FINISH   TEST E      P1,1,TABULT2    ;IF A/C TYPE IS T-37 CONTINUE
1490          TABULATE    TOTAL37         ;DISTRIBUTION OF THE TOTAL TIME
1500          TRANSFER    ,PISTA
1510 TABULT2  TABULATE    TOTALT2         ;TABULATE T-2 FLIGHT TIME
1520 PISTA    TERMINATE
1530 *
1540 CNTU     ADVANCE     60,5            ;CONTINUE TO LIP
1550          GATE FV     DANGE,CRIT      ;IF EMERGENCY : GO TO ENTR.POINT
1560 FST      TRANSFER    .20,,CLOSE      ;20% CONTINUE FOR CLOSE PATTERN
1570 HERE     GATE SNF    CAP3,EPI1       ;CHECK # A/C FROM IP TO LIP
1580 HERE1    TEST E      Q$CAP4,0,EPI    ;IF A/C WAITS AT LIP, GO TO EPI
1590          ADVANCE     120,20
1600          TRANSFER    ,LIP            ;GOING TO LIP
1610 *
1620 EPI      ADVANCE     170,20
1630          TRANSFER    ,IPE            ;GOING TO EP1
1640 *
1650 GOAR     ADVANCE     30,10           ;GOING AROUND
1660          GATE SNE    CAP5,CLOSE      ;IF NO A/C IN DOWNWING DO CLOSE
1670          TRANSFER    ,HERE
1680 EPI1     TRANSFER    .30,HERE1,EPI   ;30% GO TO EPI
1690 *
1700 TTWO     SEIZE       P2              ;CAPTURE THE AREA
1710          DEPART      P2              ;LEAVE THE QUEUE
1720          JOIN        FARM            ;JOIN THE GROUP
1730          MARK        60              ;MARK THE TIME IN THE AREA
1740          ADVANCE     2400,300        ;DO THE SCHEDULED ACTIVITY
1750          RELEASE     P2              ;FREE THE AREA
1760          REMOVE      FARM            ;OUT OF THE GROUP
1770          TRANSFER    ,TOIP
1780 *
1790 *                 W E S T   A R E A S
1800 *
1810 WEST     SAVEVALUE   15+,P1          ;RECORDS T-37'S
1820          SAVEVALUE   16+,1           ;RECORDS TOTAL # A/C
1840          QUEUE       P2              ;ENTER THE QUEUE
1850          TEST E      P1,1,TTWB       ;CHECK THE TYPE OF THE A/C
```

```
1860          SEIZE        P2                       ;A/C T-37 CAPTURES THE AREA
1870          DEPART       P2                       ;LEAVE THE QUEUE
1880          JOIN         FARM                     ;JOIN THE GROUP
1890          MARK         60                       ;MARK THE TIME IN THE AREA
1900          ADVANCE      2100,300                 ;DO THE SCHEDULED ACTIVITY
1910          RELEASE      P2                       ;FREE THE AREA
1920          REMOVE       FARM                     ;OUT OF THE GROUP
1930          ADVANCE      200,100                  ;GOING TO EP2
1940          TRANSFER     ,BAK
1950 *
1960 TTWB     SEIZE        P2                       ;A/C T-2 CAPTURES THE AREA
1970          DEPART       P2                       ;LEAVE THE QUEUE
1980          JOIN         FARM                     ;JOIN THE GROUP
1990          MARK         60                       ;MARK THE TIME IN THE AREA
2000          ADVANCE      2400,300                 ;DO SCHEDULED ACTIVITY
2010          RELEASE      P2                       ;FREE THE AREA
2020          REMOVE       FARM                     ;OUT OF THE GROUF
2030          ADVANCE      200,100                  ;GOING TO EP2
2040          TRANSFER     ,BAK
2050 *
2060 TTT      TEST LE      MP6,4500,TELO            ;CHECK FLIGHT TIME FOR T-2 A/C
2070          TRANSFER     ,MORE                    ;GO FOR FULL STOP
2080 *
2090 FAST     TRANSFER     .80,EPI,BASE             ;20% GO TO IPE, OTHERS CONTINUE
2100 CRIT     TRANSFER     .80,FST,EPI              ;80% GO TO IPE
2110 CLOSE    GATE FV      CNTR,HERE                ;IF NO A/C FOR TAKE OFF CONTINUE
2120          ADVANCE      45,15                    ;DOING CLOSE PATTERN
2130          TRANSFER     ,BASE                    ;BASE KEY
2140 *
2150 QUEUP    COUNT GE     13,101,108,1,Q           ;CHECK THE QUEUES IN ALL AREAS
2160           TEST L       P13,8,SLCT               ;CHECK IF ALL QUEUES ARE OCCUPIED

2170          SCAN MAX     FARM,MP60,,P2,2          ;FIND THE EARLIEST OCCUPIED AREA
2180          SAVEVALUE    32,P2
2190          REMOVE       FARM,ALL,,P2,X32,AREA  ;REMOVE FROM THE GROUP
2200          TRANSFER     ,AREA
2210 SLCT     SELECT MIN   2,101,108,,Q             ;SELECT AREA WITH THE MIN QUEUE
2220          SAVEVALUE    32,P2
2230          REMOVE       FARM,ALL,,P2,X32,AREA  ;REMOVE FROM THE GROUP
2240          TRANSFER     ,AREA
2243 OTHER    SAVEVALUE    30+,1                    ;A/C NOT GOING TO MISSION AREAS
2246          ADVANCE      2400,300                 ;PERFORM SHEDULED ACTIVITIES
2248          TRANSFER     ,IPE                     ;BACK TO THE AIRPORT
2249 *
2250 *
2260 *                  M A K E   T A B L E S
2270 *

2280 TOTAL37 TABLE         MP7,3600,240,18            ;TOTAL TIME DISTRIBUTION

2290 TOTALT2 TABLE         MP6,3600,240,18            ;TOTAL TIME DISTRIBUTION

2300 CNTR     QTABLE       CNTR,0,60,40               ;TIME DISTRIBUTION IN CNTR QUEUE

2310 CAP1     QTABLE       CAP1,0,30,40               ;TIME DISTRIBUTION IN CAP1 QUEUE

2320 CAP2     QTABLE       CAP2,0,30,40               ;TIME DISTRIBUTION IN CAP2 QUEUE

2330 CAP3     QTABLE       CAP3,0,30,40               ;TIME DISTRIBUTION IN CAP3 QUEUE

2340 CAP4     QTABLE       CAP4,0,30,40               ;TIME DISTRIBUTION IN CAP4 QUEUE

2350 AREA1     QTABLE       101,0,120,32               ;TIME DISTRIBUTION IN AREA Q101

2360 AREA2    QTABLE       102,0,120,32               ;TIME DISTRIBUTION  IN AREA Q102

2370 AREA3     QTABLE       103,0,120,32               ;TIME DISTRIBUTION IN AREA Q103

2380 AREA4    QTABLE       104,0,120,32               ;TIME DISTRIBUTION  IN AREA Q104
```

```
AREA5   QTABLE      105,0,120,32           ;TIME DISTRIBUTION IN AREA C105

AREA6   QTABLE      106,0,120,32           ;TIME DISTRIBUTION IN AREA C106

AREA7   QTABLE      107,0,120,32           ;TIME DISTRIBUTION IN AREA C107

AREA8   QTABLE      108,0,120,32           ;TIME DISTRIBUTION IN AREA C108

*
FIRST   BVARIABLE   (P2'E'101+P2'E'102+P2'E'103+P2'E'104)
*
*       D E F I N E   T H E   S T O R A G E S

CAP1    STORAGE     2
CAP2    STORAGE     2
CAP3    STORAGE     2
CAP4    STORAGE     3
CAP5    STORAGE     3
CAP6    STORAGE     2
*

*       T I M E   S E G M E N T

GNRT    GENERATE    30600                  ;TIME ARRIVES AT 30600
        TEST E      N$DOWN,N$FINISH        ;WAIT UNTIL ALL THE A/C LAND
        TERMINATE   1                      ;SHUT OFF THE RUN
```

APPENDIX B

This appendix contains the GPSS program modifications for the different take off schedules.

SCHEDULE 1

```
10 ***********************************************************************
20 *                                                                     *
30 *                  AIR-TRAFFIC CONTROL  SIMULATION                    *
40 *                  -------------------------------                    *
50 *                                                                     *
60 ***********************************************************************
70 *
80 *
90 *                      EXPONENTIAL DISTRIBUTION
100 *
110 EXP     FUNCTION      RN1,C24
0,0/.1,.104/.2,.222/.3,.355/.4,.509/.5,.69/.6,.915/.7,1.2/.75,1.38
.8,1.6/.84,1.83/.88,2.12/.9,2.3/.92,2.52/.94,2.81/.95,2.99/.96,3.2
.97,3.5/.98,3.9/.99,4.6/.995,5.3/.998,6.2/.999,7/.9998,8
120 *
130 *
140 MEAN    FUNCTION      C1,D8
3600,380.11/5400,221.60/13200,488.62
15000,242.63/23400,557.83/25200,124.58
31800,494.60/36600,221.30
150 *
160 *
170             GENERATE      ,,,1              ;CREATE A SINGLE TRANSACTION
180 SWITCH1 LOGIC S       1                 ;SET LOGIC SWITCH 1
190             ADVANCE       300               ;T-37 TAKE OFF
200             LOGIC R       1                 ;RESET LOGIC SWICH 1
210             ADVANCE       2100              ;NONE T-37 TAKES OFF
220             TRANSFER      ,SWITCH1
230             GENERATE      ,,900,1
240 SWITCH2 LOGIC S       2                 ;SET LOGIC SWICH 2
250             ADVANCE       300               ;T-2 TAKE OFF
260             LOGIC R       2                 ;RESET LOGIC SWICH 2
270             ADVANCE       2100              ;NONE T-2 TAKES OFF
280             TRANSFER      ,SWITCH2
290             GENERATE      9000,FN$EXP       ;CREATE EMERGENCY EVENTS
300             SEIZE         DANGE
310             ADVANCE       600,180           ;EMERGENCY HOLDS
320             RELEASE       DANGE
330             TERMINATE                       ;EMERGENCY TERMINATES
340 *
350             GENERATE      9100,FN$EXP       ;A/C FROM OTHER BASES
360             ASSIGN        1,2               ;ASSIGN TO A PARAMETER
370             MARK          4                 ;MARK THE TIME
380             TRANSFER      ,EPI
390 *
400 *     CREATE AIRCRAFTS FROM TWO DIFFERENT SQUADROMS ON BASE
410 *
420             GENERATE      60,10             ;CREATE T-37'S
430             TEST L        N$GNRT,1,PISTA    ;THE SIMULATION STOPS AFTER
440             GATE LS       1,PISTA
450             ASSIGN        1,1               ;ASSIGN TO A PARAMETER

460             TRANSFER      ,DOWN
470 *
480             GENERATE      60,10             ;CREATE T-2'S
```

```
10 *********************************************************************
20 *                                                                   *
30 *                 AIR-TRAFFIC CONTROL  SIMULATION                   *
40 *                 -------------------------------                   *
50 *                                                                   *
60 *********************************************************************
70 *
80 *
90 *                        EXPONENTIAL DISTRIBUTION
100 *
110 EXP     FUNCTION      RN1,C24
0,0/.1,.104/.2,.222/.3,.355/.4,.509/.5,.69/.6,.915/.7,1.2/.75,1.38
.8,1.6/.84,1.83/.88,2.12/.9,2.3/.92,2.52/.94,2.81/.95,2.99/.96,3.2
.97,3.5/.98,3.9/.99,4.6/.995,5.3/.998,6.2/.999,7/.9998,8
120 *
130 *
140 MEAN    FUNCTION      C1,D8
3600,380.11/5400,221.60/13200,488.62
15000,242.63/23400,557.83/25200,124.58
31800,494.60/36600,221.30
150 *
160 *
170             GENERATE       ,,,1                 ;CREATE A SINGLE TRANSACTION
180 SWITCH1     LOGIC S        1                    ;SET LOGIC SWITCH 1
190             ADVANCE        300                  ;T-37 TAKE OFF
200             LOGIC R        1                    ;RESET LOGIC SWICH 1
210             ADVANCE        2100                 ;NONE T-37 TAKES OFF
220             TRANSFER       ,SWITCH1
230             GENERATE       ,,900,1
240 SWITCH2     LOGIC S        2                    ;SET LOGIC SWICH 2
250             ADVANCE        300                  ;T-2 TAKE OFF
260             LOGIC R        2                    ;RESET LOGIC SWICH 2
270             ADVANCE        2100                 ;NONE T-2 TAKES OFF
280             TRANSFER       ,SWITCH2
290             GENERATE       9000,FN$EXP          ;CREATE EMERGENCY EVENTS
300             SEIZE          DANGE
310             ADVANCE        600,180              ;EMERGENCY HOLDS
320             RELEASE        DANGE
330             TERMINATE                           ;EMERGENCY TERMINATES
340 *
350             GENERATE       9100,FN$EXP          ;A/C FROM OTHER BASES
360             ASSIGN         1,2                  ;ASSIGN TO A PARAMETER
370             MARK           4                    ;MARK THE TIME
380             TRANSFER       ,EPI
390 *
400 *     CREATE AIRCRAFTS FROM TWO DIFFERENT SQUADROMS ON BASE
410 *
420             GENERATE       75,10                ;CREATE T-37'S
430             TEST L         N$GNRT,1,PISTA       ;THE SIMULATION STOPS AFTER
440             GATE LS        1,PISTA
450             ASSIGN         1,1                  ;ASSIGN TO A PARAMETER

460             TRANSFER       ,DOWN
470 *
480             GENERATE       75,10                ;CREATE T-2'S
490             TEST L         N$GNRT,1,PISTA

500             GATE LS        2,PISTA
510             ASSIGN         1,0                  ;ASSIGN TO A PARAMETER
520 DOWN        QUEUE          CNTR                 ;WAIT OUT OF THE RUNWAY
530             GATE FV        DANGE                ;DONT MOVE IF EMERGENCY HOLDS
540 *           GATE SE        CAP6                 ;CHECK FOR A\C ON BASE LEG
```

```
10 ***********************************************************************
20 *                                                                     *
30 *                  AIR-TRAFFIC CONTROL  SIMULATION                    *
40 *                  -------------------------------                    *
50 *                                                                     *
60 ***********************************************************************
70 *
80 *
90 *                          EXPONENTIAL DISTRIBUTION
100 *
110 EXP     FUNCTION    RN1,C24
0,0/.1,.104/.2,.222/.3,.355/.4,.509/.5,.69/.6,.915/.7,1.2/.75,1.38
.8,1.6/.84,1.83/.88,2.12/.9,2.3/.92,2.52/.94,2.81/.95,2.99/.96,3.2
.97,3.5/.98,3.9/.99,4.6/.995,5.3/.998,6.2/.999,7/.9998,8
120 *
130 *
140 MEAN    FUNCTION    C1,D8
3600,380.11/5400,221.60/13200,488.62
15000,242.63/23400,557.83/25200,124.58
31800,494.60/36600,221.30
150 *
160 *
170             GENERATE    ,,,1                ;CREATE A SINGLE TRANSACTION
180 SWITCH1     LOGIC S     1                   ;SET LOGIC SWITCH 1
190             ADVANCE     300                 ;T-37 TAKE OFF
200             LOGIC R     1                   ;RESET LOGIC SWICH 1
210             ADVANCE     3300                ;NONE T-37 TAKES OFF
220             TRANSFER    ,SWITCH1
230             GENERATE    ,,900,1
240 SWITCH2     LOGIC S     2                   ;SET LOGIC SWICH 2
250             ADVANCE     300                 ;T-2 TAKE OFF
260             LOGIC R     2                   ;RESET LOGIC SWICH 2
270             ADVANCE     3300                ;NONE T-2 TAKES OFF
280             TRANSFER    ,SWITCH2
290             GENERATE    9000,FN$EXP         ;CREATE EMERGENCY EVENTS
300             SEIZE       DANGE
310             ADVANCE     600,180             ;EMERGENCY HOLDS
320             RELEASE     DANGE
330             TERMINATE                       ;EMERGENCY TERMINATES
340 *
350             GENERATE    9100,FN$EXP         ;A/C FROM OTHER BASES
360             ASSIGN      1,2                 ;ASSIGN TO A PARAMETER
370             MARK        4                   ;MARK THE TIME
380             TRANSFER    ,EPI
390 *
400 *     CREATE AIRCRAFTS FROM TWO DIFFERENT SQUADROMS ON BASE
410 *
420             GENERATE    60,10               ;CREATE T-37'S
430             TEST L      N$GNRT,1,PISTA      ;THE SIMULATION STOPS AFTER
440             GATE LS     1,PISTA
450             ASSIGN      1,1                 ;ASSIGN TO A PARAMETER

460             TRANSFER    ,DOWN
470 *
480             GENERATE    60,10               ;CREATE T-2'S
490             TEST L      N$GNRT,1,PISTA

500             GATE LS     2,PISTA
510             ASSIGN      1,0                 ;ASSIGN TO A PARAMETER
520 DOWN        QUEUE       CNTR                ;WAIT OUT OF THE RUNWAY
530             GATE FV     DANGE               ;DONT MOVE IF EMERGENCY HOLDS
540 *           GATE SE     CAP6                ;CHECK FOR A\C ON BASE LES
```

SCHEDULE 2

```
10 ***********************************************************************
20 *                                                                     *
30 *                     AIR-TRAFFIC CONTROL  SIMULATION                 *
40 *                     -------------------------------                 *
50 *                                                                     *
60 ***********************************************************************
70 *
80 *
90 *                          EXPONENTIAL DISTRIBUTION
100 *
110 EXP     FUNCTION     RN1,C24
0,0/.1,.104/.2,.222/.3,.355/.4,.509/.5,.69/.6,.915/.7,1.2/.75,1.38
.8,1.6/.84,1.83/.88,2.12/.9,2.3/.92,2.52/.94,2.81/.95,2.99/.96,3.2
.97,3.5/.98,3.9/.99,4.6/.995,5.3/.998,6.2/.999,7/.9998,8
120 *
130 *
140 MEAN    FUNCTION     C1,D8
3600,380.11/5400,221.60/13200,488.62
15000,242.63/23400,557.83/25200,124.58
31800,494.60/36600,221.30
150 *
160 *
290             GENERATE     9000,FN$EXP          ;CREATE EMERGENCY EVENTS
300             SEIZE        DANGER
310             ADVANCE      600,180              ;EMERGENCY HOLDS
320             RELEASE      DANGER
330             TERMINATE                         ;EMERGENCY TERMINATES
340 *
350             GENERATE     9100,FN$EXP          ;A/C FROM OTHER BASES
360             ASSIGN       1,2                  ;ASSIGN TO A PARAMETER
370             MARK         4                    ;MARK THE TIME
380             TRANSFER     ,TOEP1
390 *
400 *     CREATE AIRCRAFTS FROM TWO DIFFERENT SQUADROMS ON BASE
410 *
411             GENERATE     120,10,,4            ;CREATE THE FIRST 4 T-37'S
412             ASSIGN       1,1                  ;ASSIGN TO A PARAMETER
413             TRANSFER     ,DOWN
414             GENERATE     120,10,60,4          ;CREATE THE FIRST 4 T-2'S
415             ASSIGN       1,0                  ;ASSIGN TO A PARAMETER
416             TRANSFER     ,DOWN
417 *
420             GENERATE     480,60,1500          ;CREATE T-37'S
430             TEST L       N$GNRT,1,PISTA       ;THE SIMULATION STOPS AFTER
431 *                                             ;ALL THE A/C HAVE LANDED
450             ASSIGN       1,1                  ;ASSIGN TO A PARAMETER
460             TRANSFER     ,DOWN
470 *
480             GENERATE     480,60,1740          ;CREATE T-2'S
490             TEST L       N$GNRT,1,PISTA       ;THE SIMULATION STOPS AFTER
491 *                                             ;ALL THE A/C HAVE LANDED
510             ASSIGN       1,0                  ;ASSIGN TO A PARAMETER
520 DOWN        QUEUE        CNTR                 ;WAIT OUT OF THE RUNWAY
530             GATE FV      DANGER               ;DONT MOVE IF EMERGENCY HOLDS
540             GATE SE      CAP6                 ;CHECK FOR A\C ON BASE LEG
550             SEIZE        CNTR                 ;CAPTURE THE CONTROLLER
560             DEPART       CNTR                 ;GOING FOR LINE UP
561 *
562 *                   L I N E   U P
570 LINEUP      ADVANCE      70,20                ;LINE-UP CHECK
580             RELEASE      CNTR                 ;TAKE-OFF
590             MARK         6                    ;START FLIGHT TIMEFOR T-2 A/C
600             MARK         7                    ;START FLIGHT TIME FOR T-37 A/C
```

```
10 *******************************************************************
20 *                                                                 *
30 *                AIR-TRAFFIC CONTROL  SIMULATION                  *
40 *                -------------------------------                  *
50 *                                                                 *
60 *******************************************************************
70 *
80 *
90 *                    EXPONENTIAL DISTRIBUTION
100 *
110 EXP      FUNCTION      RN1,C24
0,0/.1,.104/.2,.222/.3,.355/.4,.509/.5,.69/.6,.915/.7,1.2/.75,1.38
.8,1.6/.84,1.83/.88,2.12/.9,2.3/.92,2.52/.94,2.81/.95,2.99/.96,3.2
.97,3.5/.98,3.9/.99,4.6/.995,5.3/.998,6.2/.999,7/.9998,8
120 *
130 *
140 MEAN     FUNCTION      C1,D8
3600,380.11/5400,221.60/13200,488.62
15000,242.63/23400,557.83/25200,124.58
31800,494.60/36600,221.30
150 *
160 *
290           GENERATE      9000,FN$EXP          ;CREATE EMERGENCY EVENTS
300           SEIZE         DANGER
310           ADVANCE       600,180              ;EMERGENCY HOLDS
320           RELEASE       DANGER
330           TERMINATE                          ;EMERGENCY TERMINATES
340 *
350           GENERATE      9100,FN$EXP          ;A/C FROM OTHER BASES
360           ASSIGN        1,2                  ;ASSIGN TO A PARAMETER
370           MARK          4                    ;MARK THE TIME
380           TRANSFER      ,TOEP1
390 *
400 *    CREATE AIRCRAFTS FROM TWO DIFFERENT SQUADROMS ON BASE
410 *
411           GENERATE      120,10,,4            ;CREATE THE FIRST 4 T-37'S
412           ASSIGN        1,1                  ;ASSIGN TO A PARAMETER
413           TRANSFER      ,DOWN
414           GENERATE      120,10,60,4          ;CREATE THE FIRST 4 T-2'S
415           ASSIGN        1,0                  ;ASSIGN TO A PARAMETER
416           TRANSFER      ,DOWN
417 *
420           GENERATE      600,60,1500          ;CREATE T-37'S
430           TEST L        N$GNRT,1,PISTA       ;THE SIMULATION STOPS AFTER
431 *                                            ;ALL THE A/C HAVE LANDED
450           ASSIGN        1,1                  ;ASSIGN TO A PARAMETER
460           TRANSFER      ,DOWN
470 *
480           GENERATE      600,60,1800          ;CREATE T-2'S
490           TEST L        N$GNRT,1,PISTA       ;THE SIMULATION STOPS AFTER
491 *                                            ;ALL THE A/C HAVE LANDED
510           ASSIGN        1,0                  ;ASSIGN TO A PARAMETER
520 DOWN      QUEUE         CNTR                 ;WAIT OUT OF THE RUNWAY
530           GATE FV       DANGER               ;DONT MOVE IF EMERGENCY HOLDS
540           GATE SE       CAP6                 ;CHECK FOR A\C ON BASE LEG
550           SEIZE         CNTR                 ;CAPTURE THE CONTROLLER
560           DEPART        CNTR                 ;GOING FOR LINE UP
561 *
562 *                  L I N E   U P
570 LINEUP    ADVANCE       70,20                ;LINE-UP CHECK
580           RELEASE       CNTR                 ;TAKE-OFF
590           MARK          6                    ;START FLIGHT TIMEFOR T-2 A/C
600           MARK          7                    ;START FLIGHT TIME FOR T-37 A/C
```

SCHEDULE 3

```
10 ***********************************************************************
20 *                                                                     *
30 *                  AIR-TRAFFIC CONTROL  SIMULATION                    *
40 *                  -------------------------------                    *
50 *                                                                     *
60 ***********************************************************************
70 *
80 *
90 *                      EXPONENTIAL DISTRIBUTION
100 *
110 EXP      FUNCTION      RN1,C24
0,0/.1,.104/.2,.222/.3,.355/.4,.509/.5,.69/.6,.915/.7,1.2/.75,1.38
.8,1.6/.84,1.83/.88,2.12/.9,2.3/.92,2.52/.94,2.81/.95,2.99/.96,3.2
.97,3.5/.98,3.9/.99,4.6/.995,5.3/.998,6.2/.999,7/.9998,8
120 *
130 *
140 MEAN     FUNCTION      C1,D8
3600,380.11/5400,221.60/13200,488.62
15000,242.63/23400,557.83/25200,124.58
31800,494.60/36600,221.30
150 *
160 *
290             GENERATE      9000,FN$EXP          ;CREATE EMERGENCY EVENTS
300             SEIZE         DANGER
310             ADVANCE       600,180              ;EMERGENCY HOLDS
320             RELEASE       DANGER
330             TERMINATE                          ;EMERGENCY TERMINATES
340 *
350             GENERATE      9100,FN$EXP          ;A/C FROM OTHER BASES
360             ASSIGN        1,2                  ;ASSIGN TO A PARAMETER
370             MARK          4                    ;MARK THE TIME
380             TRANSFER      ,TOEP1
390 *
400 *      CREATE AIRCRAFTS FROM TWO DIFFERENT SQUADROMS ON BASE
410 *
420             GENERATE      FN$MEAN,FN$EXP       ;CREATE AIRCRAFT
430             TEST L        N$GNRT,1,PISTA       ;THE SIMULATION STOPS AFTER
435             TRANSFER      .49,,ACFTT2
450             ASSIGN        1,1                  ;ASSIGN TO A PARAMETER
460             TRANSFER      ,DOWN
470 *
510 ACFTT2      ASSIGN        1,0                  ;ASSIGN TO A PARAMETER
520 DOWN        QUEUE         CNTR                 ;WAIT OUT OF THE RUNWAY
530             GATE FV       DANGE                ;DONT MOVE IF EMERGENCY HOLDS
540             GATE SE       CAP6                 ;CHECK FOR A\C ON BASE LEG
550             SEIZE         CNTR                 ;CAPTURE THE CONTROLLER
560             DEPART        CNTR                 ;GOING FOR LINE UP
570 LINUP       ADVANCE       70,20                ;LINE-UP CHECK
580             RELEASE       CNTR                 ;TAKE-OFF
590             MARK          6                    ;START FLIGHT TIMEFOR T-2 A/C
600             MARK          7                    ;START FLIGHT TIME FOR T-37 A/C
610             ADVANCE       100,10               ;AFTER TAKE OFF TO DEPART POINT
615             TRANSFER      .25,,OTHER           ;FORMATIONS, INSTR.FL., CPM
620 *
630             SELECT E      2,101,108,0,F,QUEUP  ;FIND EMPTY AREA IF EXISTS ONE
640 AREA        TEST E        BV$FIRST,1,WEST      ;CHOOSE EAST OR WEST AREA
650 *
660 *      E A S T   A R E A S
670 *
680             SAVEVALUE     13+,P1               ;RECORDS T-37'S
690             SAVEVALUE     14+,1                ;RECORDS TOTAL # OF A/C
700 WAIT        QUEUE         P2                   ;WAIT IN THE QUEUE
```

APPENDIX C

This appendix contains the historical data for a three day period. For each aircraft the historical data consisted of the interarrival times for take off, the time spent waiting in the air traffic controller queue, the time spent waiting to enter area 3 and the total flight time of T-37 aircraft. All times are stated in seconds.

Interarrival times for take off

INARRDAY1 (Interarrival Times for take off Day 1)
557 218 254 399 968 48 16 91 211 490 484 622 43 11 7 541 41 171 160 177 191 435
472 82 27 646 305 1410 154 490 196 479 358 1637 207 84 568 548 1211 511
31 225 85 565 41 149 778 279 157 362 575 1147 305 288 475 383 635 118 844
274 1623 117 173 6 31 58 24 57 183 775 92 7 142 260 7 481 77 260 587 77
39 378 225 235 786 70 183 200 79 322 22 59 118 298 70 3 280 146

INARRDAY2 (Interarrival Times for take off Day 2)
291 228 259 597 89 70 351 1415 147 179 1006 388 167 43 478 22 135 18 21 357 257
606 207 413 17 260 959 414 182 1424 486 33 213 304 1188 362 261 177 211
91 53 310 14 128 267 304 90 37 274 11 804 959 580 425 1491 280 887 6 235
947 114 155 141 157 46 63 152 155 151 113 128 37 1101 1142 919 242 132
1460 216 397 61 1029 393 26 221 80 52 534 85 99 261 382 60 112

INARRDAY3 (Interarrival Times for take off Day 3)
438 170 1353 577 124 144 88 338 260 636 330 27 547 15 427 52 127 42 267 23 11
94 323 141 596 115 798 421 148 171 657 214 20 371 106 1356 78 120 22 51
114 64 922 1135 481 1832 665 296 45 34 519 230 204 14 102 708 1238 1134
1027 570 564 916 221 49 333 7 168 87 91 2 504 252 35 62 39 55 144 165 67
107 2 116 146 357 270 980 1422 869 334 1097 873 277 447 312 621 274 30 21
492 71 452 530 741 143 676

Time spent waiting in the air traffic controller queue

Waiting Time	Controller queue day1	day2	day3	Area 3 day1	day2	day3
0	42	45	49	14	12	13
60	42	38	31	0	0	1
120	12	20	11	1	1	0
180	3	5	4	0	1	0
240	2	2	0	0	0	1
300	0	0	0	0	1	0
420	0	2	0	0	0	0
480	0	0	0	0	0	1
540	0	0	1	0	0	0
660	0	0	0	1	0	0
720	0	0	0	1	0	0
840	0	0	0	0	0	1
960	0	0	0	1	0	0
1020	0	0	0	0	1	0

Total flight time aircraft T-37

Time	day1	day2	day3
3960	6	5	8
4080	23	18	13
4200	12	23	17
4320	10	9	8
4440	4	3	2
4560	0	2	1
4800	0	1	0

APPENDIX D

This appendix contains the summary statistics and the hypothesis test results for the eight time periods for which the interarrival times for take off were homogeneous. These times periods were:

1) 07:30 - 08:40	5) 11:40 - 14:00
2) 08:40 - 09:10	6) 14:00 - 14:30
3) 09:10 - 11:10	7) 14:30 - 16:20
4) 11:10 - 11:40	8) 16:20 - 17:30

The Tables D.1 and D.2 contain the summary statistics for each time period and the figures D.1 through D.8 contain the distribution fitting and the Kolmogorov-Smirnov test results.

Table D.1 Summary Statistics

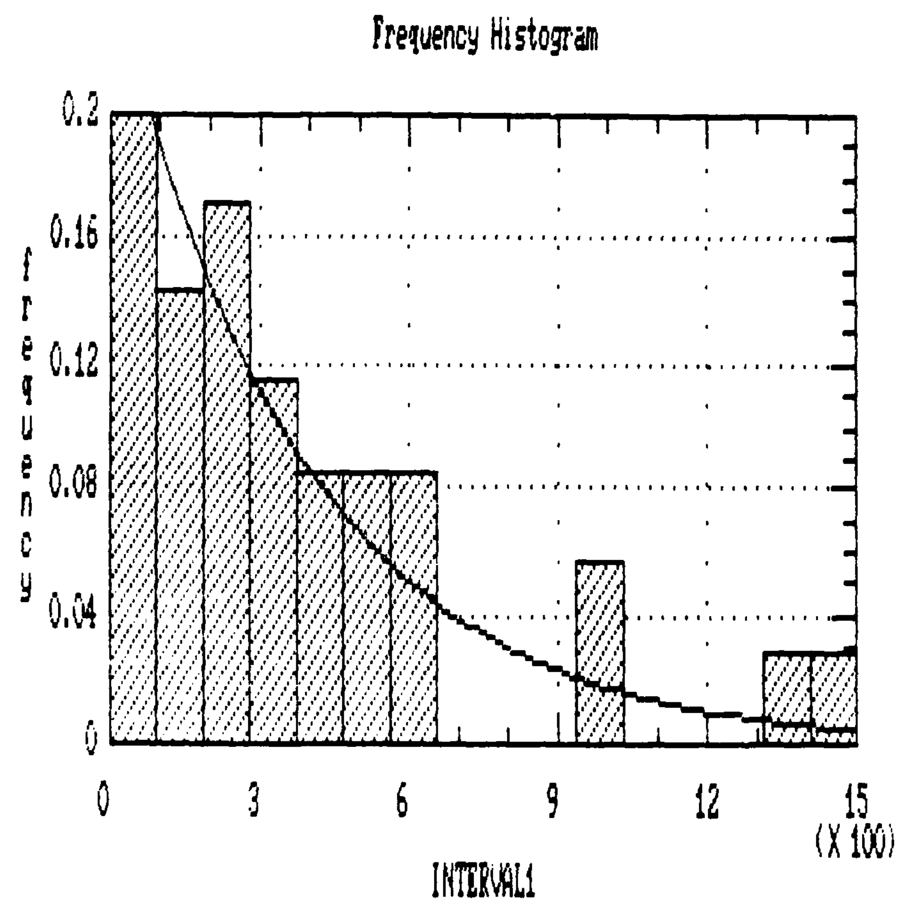
Variable:	INTERVAL1	INTERVAL2
Sample size	35	45
Average	380.114	221.689
Median	260	160
Mode	259	11
Geometric mean	248.624	116.221
Variance	120438	44135.7
Standard deviation	347.041	210.085
Standard error	58.6607	31.3176
Minimum	16	7
Maximum	1415	798
Range	1399	791
Lower quartile	144	42
Upper quartile	547	413
Interquartile range	403	371
Skewness	1.65105	0.928257
Standardized skewness	3.98766	2.54214
Kurtosis	2.56701	-0.118849
Standardized kurtosis	3.09996	-0.162741

Variable:	INTERVAL3	INTERVAL4
Sample size	47	27
Average	488.617	242.63
Median	305	204
Mode	304	14
Geometric mean	284.774	144.641
Variance	229164	49612.2
Standard deviation	478.711	222.738
Standard error	69.8271	42.866
Minimum	20	14
Maximum	1832	778
Range	1812	764
Lower quartile	120	45
Upper quartile	646	304
Interquartile range	526	259
Skewness	1.28888	1.1451
Standardized skewness	3.60734	2.42911
Kurtosis	0.696499	0.434659
Standardized kurtosis	0.974683	0.461025

Table D.2 Summary Statistics

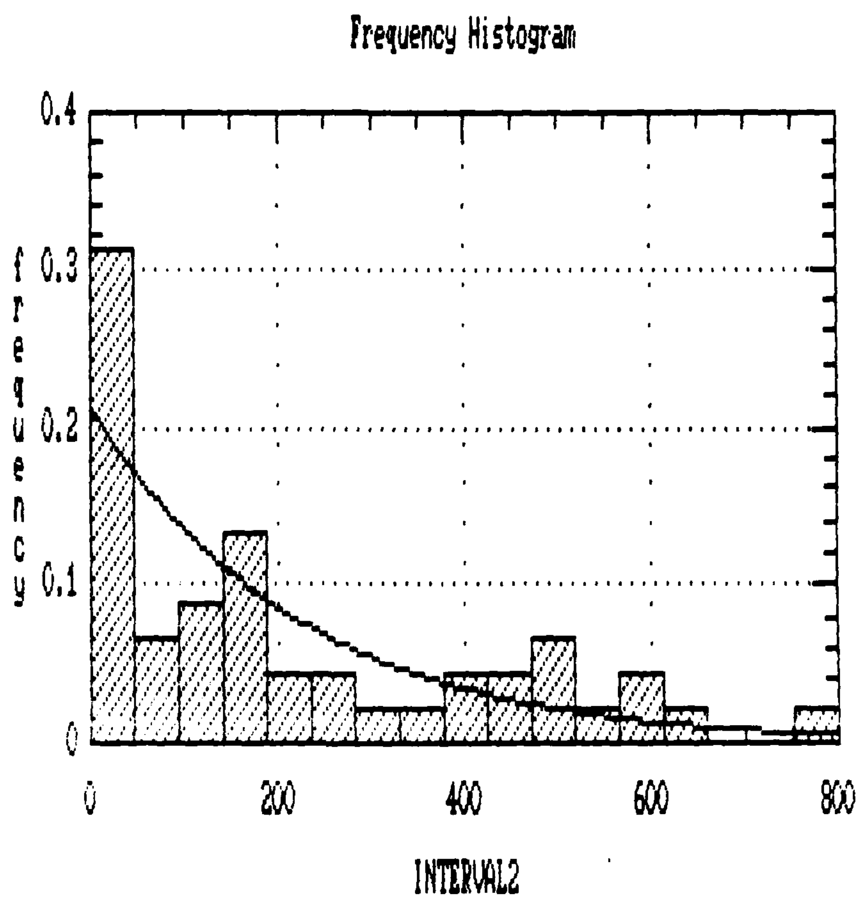
Variable:	INTERVAL5	INTERVAL6
Sample size	36	39
Average	557.833	124.897
Median	450	107
Mode	383	2
Geometric mean	322.289	69.1587
Variance	190050	20045.8
Standard deviation	435.947	141.583
Standard error	72.6579	22.6714
Minimum	6	2
Maximum	1623	775
Range	1617	773
Lower quartile	228	39
Upper quartile	901.5	155
Interquartile range	673.5	116
Skewness	0.705837	3.12258
Standardized skewness	1.72894	7.96105
Kurtosis	-0.301508	12.1983
Standardized kurtosis	-0.36927	15.5498

Variable:	INTERVAL7	INTERVAL8
Sample size	38	30
Average	494.605	221.3
Median	345.5	130.5
Mode	77	112
Geometric mean	327.136	129.011
Variance	165600	42845
Standard deviation	406.94	206.99
Standard error	66.0143	37.7911
Minimum	26	3
Maximum	1460	741
Range	1434	738
Lower quartile	216	70
Upper quartile	869	322
Interquartile range	653	252
Skewness	0.90161	1.10583
Standardized skewness	2.269	2.4727
Kurtosis	-0.289484	0.246429
Standardized kurtosis	-0.364259	0.275516



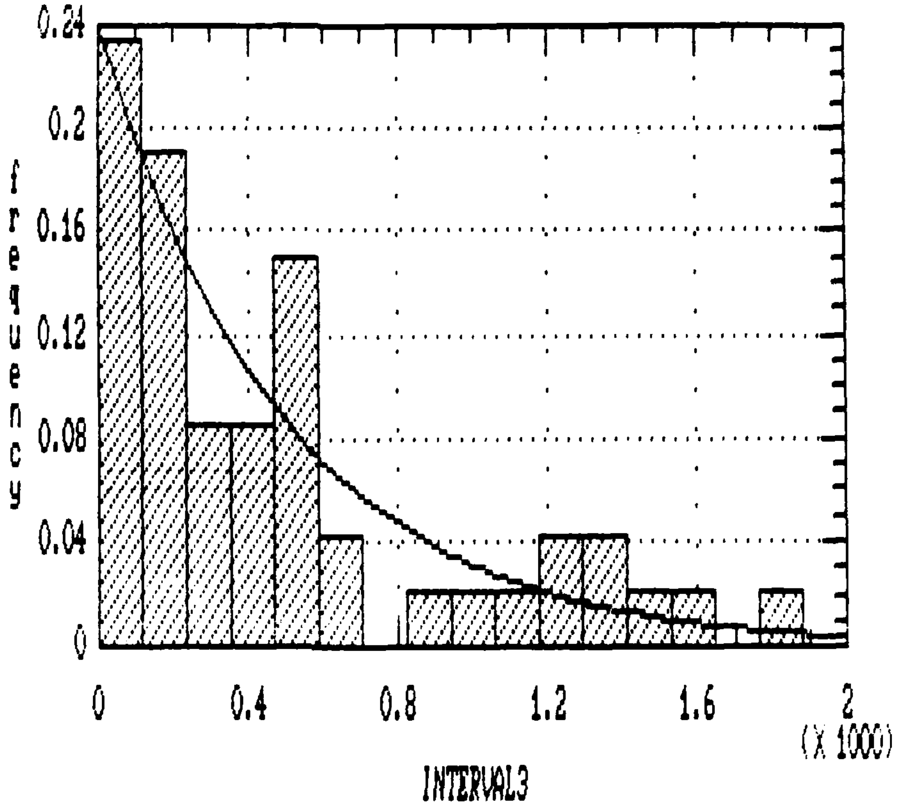
Estimated KOLMOGOROV statistic DPLUS = 0.0733633
Estimated KOLMOGOROV statistic DMINUS = 0.0923791
Estimated overall statistic DN = 0.0923791
Approximate significance level = 1

Figure D.1 Distribution Fitting Interval 1



Estimated KOLMOGOROV statistic DPLUS = 0.134797
Estimated KOLMOGOROV statistic DMINUS = 0.111456
Estimated overall statistic DN = 0.134797
Approximate significance level = 0.386891

Figure D.2 Distribution Fitting Interval 2



Estimated KOLMOGOROV statistic DPLUS = 0.0708765
Estimated KOLMOGOROV statistic DMINUS = 0.0722221
Estimated overall statistic DN = 0.0722221
Approximate significance level = 1

Figure D.3 Distribution Fitting Interval 3

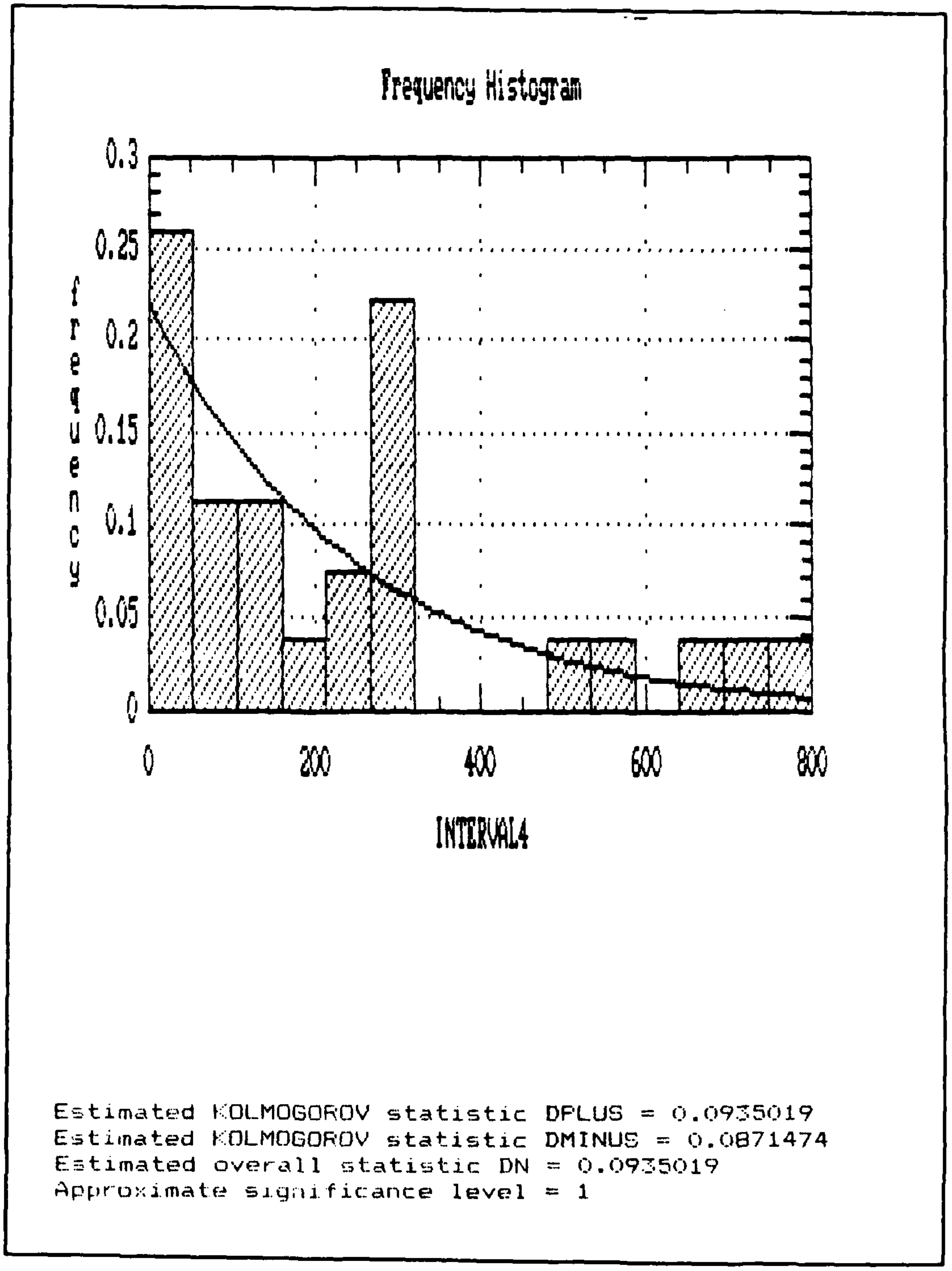
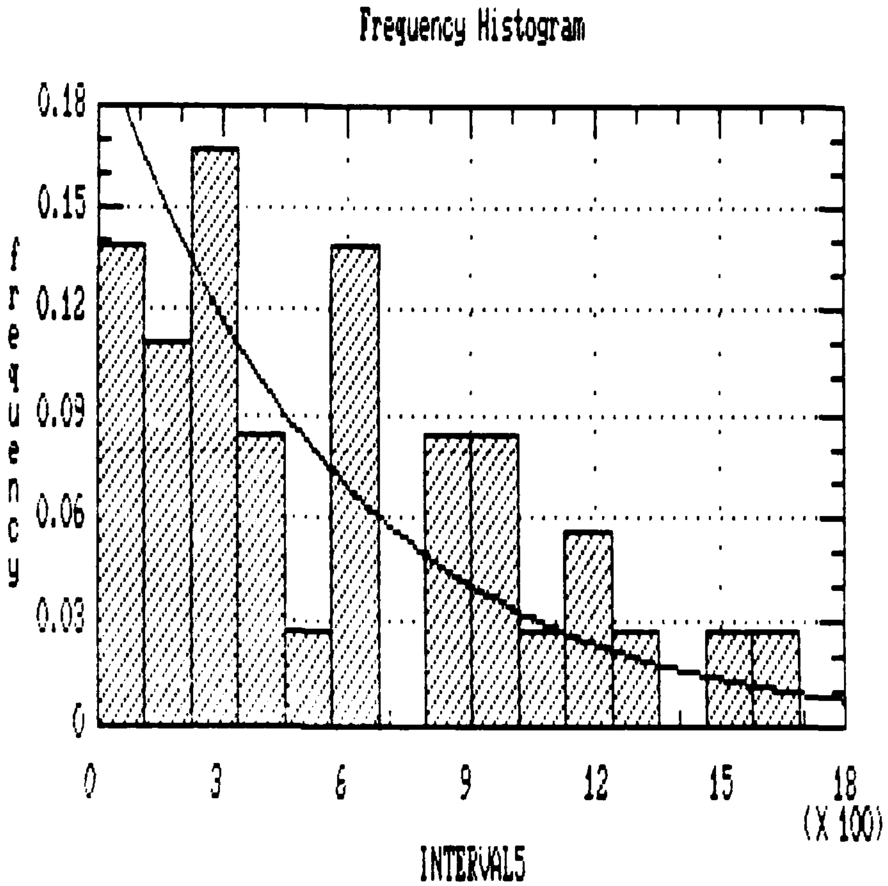
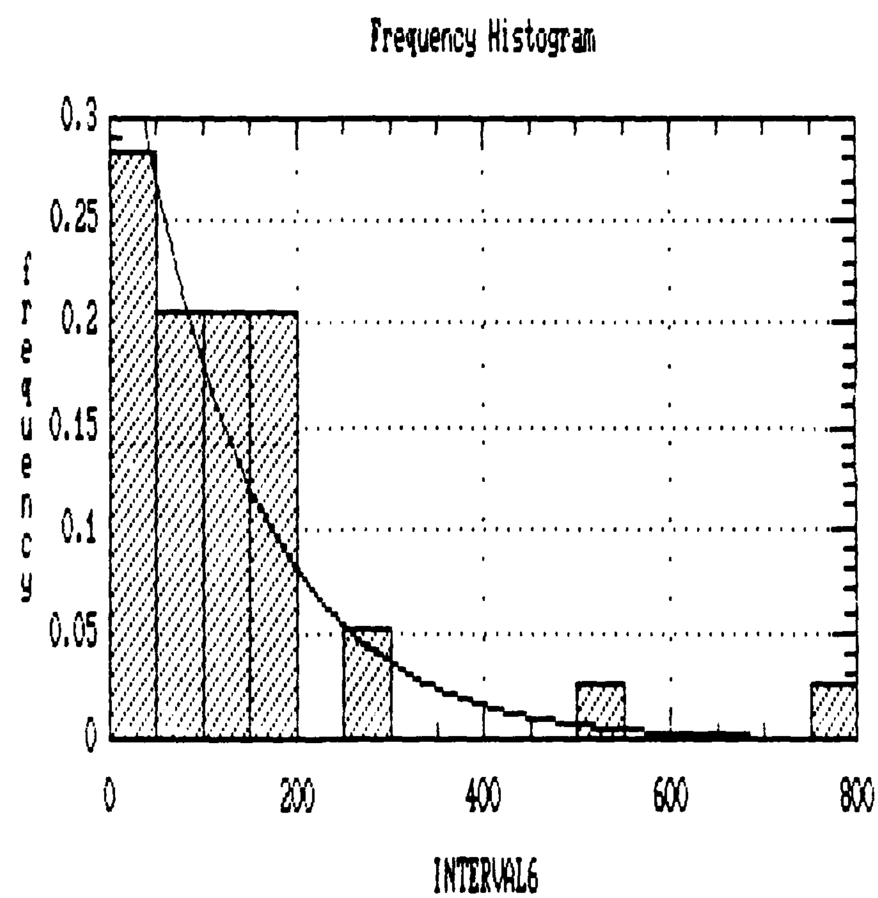


Figure D.4 Distribution Fitting Interval 4



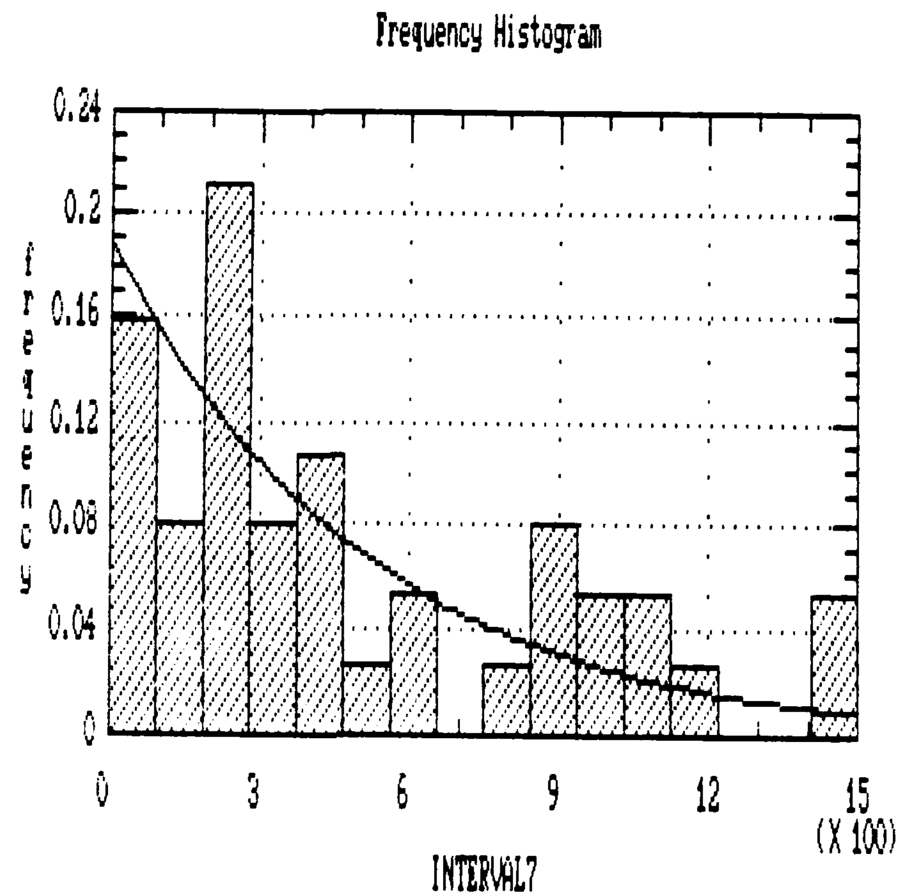
Estimated KOLMOGOROV statistic DPLUS = 0.0638073
Estimated KOLMOGOROV statistic DMINUS = 0.110322
Estimated overall statistic DN = 0.110322
Approximate significance level = 0.999951

Figure D.5 Distribution Fitting Interval 5



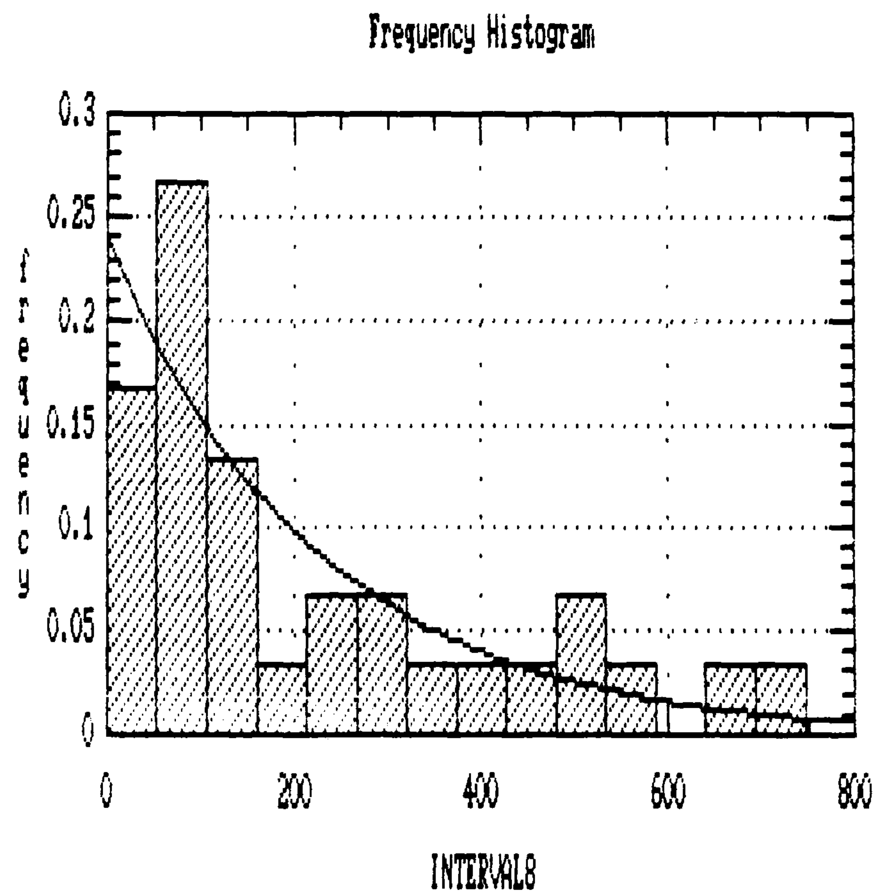
Estimated KOLMOGOROV statistic DPLUS = 0.128466
Estimated KOLMOGOROV statistic DMINUS = 0.0882622
Estimated overall statistic DN = 0.128466
Approximate significance level = 0.540454

Figure D.6 Distribution Fitting Interval 6



Estimated KOLMOGOROV statistic DPLUS = 0.0533982
Estimated KOLMOGOROV statistic DMINUS = 0.117
Estimated overall statistic DN = 0.117
Approximate significance level = 0.999736

Figure D.7 Distribution Fitting Interval 7



Estimated KOLMOGOROV statistic DPLUS = 0.0867169
Estimated KOLMOGOROV statistic DMINUS = 0.0760762
Estimated overall statistic DN = 0.0867169
Approximate significance level = 1

Figure D.8 Distribution Fitting Interval 8

APPENDIX E

This appendix contains the GPSS program outputs for each take off schedule.

SCHEDULE 1

FACILITY	ENTRIES	UTIL.	AVE. TIME	AVAILABLE	OWNER	PEND	INTER	RETRY	DELAY
101	14	0.877	2130.86	1	0	0	0	0	0
102	14	0.850	2113.79	1	0	0	0	0	0
103	12	0.747	2169.25	1	0	0	0	0	0
104	12	0.831	2412.67	1	0	0	0	0	0
105	11	0.694	2195.82	1	0	0	0	0	0
106	12	0.808	2345.33	1	0	0	0	0	0
107	12	0.799	2317.33	1	0	0	0	0	0
108	9	0.594	2300.00	1	0	0	0	0	0
DANGE	2	0.041	728.00	1	0	0	0	0	0
CNTR	130	0.266	71.36	1	0	0	0	0	0
DUMY1	116	0.011	3.35	1	0	0	0	0	0
DUMY2	160	0.000	0.10	1	0	0	0	0	0
DUMY3	160	0.000	0.00	1	0	0	0	0	0
DUMY4	624	0.047	2.67	1	0	0	0	0	0

QUEUE	MAX	CONT.	ENTRIES	ENTRIES(0)	AVE.CONT.	AVE.TIME	AVE.(-0)	RETRY
101	1	0	14	11	0.10	255.07	1190.33	0
102	1	0	14	13	0.03	71.43	1000.00	0
103	1	0	12	11	0.01	29.92	359.00	0
104	1	0	12	7	0.04	109.50	262.80	0
105	1	0	11	9	0.02	53.00	291.50	0
106	1	0	12	7	0.01	41.92	100.60	0
107	1	0	12	7	0.05	155.25	372.60	0
108	1	0	9	5	0.04	157.44	354.25	0
CNTR	2	0	130	33	0.09	24.61	32.98	0
CAP1	2	0	116	109	0.01	3.82	63.29	0
CAP2	1	0	160	159	0.00	0.10	16.00	0
CAP3	1	0	160	160	0.00	0.00	0.00	0
CAP4	3	0	624	557	0.06	3.11	28.94	0

STORAGE	CAP.	REMAIN.	MIN.	MAX.	ENTRIES	AVL.	AVE.C.	UTIL.	RETRY	DELAY
CAP1	2	2	0	2	116	1	0.40	0.201	0	0
CAP2	2	2	0	2	160	1	0.32	0.161	0	0
CAP3	2	2	0	2	160	1	0.30	0.150	0	0
CAP4	3	3	0	3	624	1	1.28	0.425	0	0
CAP5	3	3	0	3	624	1	0.81	0.269	0	0
CAP6	2	2	0	2	648	1	0.84	0.418	0	0

TABLE	MEAN	STD.DEV.	RETRY	RANGE	FREQUENCY	CUM. %
CNTR	24.61	22.11	0			
				- 0	33	25.38
				0 - 60	87	92.31
				60 - 120	10	100.00
CAP1	3.82	17.01	0			
				- 0	109	93.97
				30 - 60	4	97.41
				60 - 90	1	98.28
				90 - 120	1	99.14
				120 - 150	1	100.00
CAP2	0.10	1.26	0			
				- 0	159	99.37
				0 - 30	1	100.00
CAP3	0.00	0.00	0			
				- 0	160	100.00
CAP4	3.11	9.92	0			
				- 0	557	89.26
				0 - 30	38	95.35
				30 - 60	29	100.00
TOTAL37	4159.52	164.86	0			
				3840 - 4080	26	39.39
				4080 - 4320	31	86.36
				4320 - 4560	6	95.45
				4560 - 4800	3	100.00
TOTALT2	4750.58	138.22	0			
				4320 - 4560	4	6.25
				4560 - 4800	36	62.50
				4800 - 5040	21	95.31
				5040 - 5280	3	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE	FREQUENCY	CUM. %
AREA1	255.07	510.60	0			
				- 0	11	78.57
				960 - 1080	1	85.71
				1200 - 1320	1	92.86
				1320 - 1440	1	100.00
AREA2	71.43	267.26	0			
				- 0	13	92.86
				960 - 1080	1	100.00
AREA3	29.92	103.63	0			
				- 0	11	91.67
				240 - 360	1	100.00
AREA4	109.50	181.31	0			
				- 0	7	58.33
				0 - 120	2	75.00
				240 - 360	1	83.33
				360 - 480	2	100.00
AREA5	53.00	138.98	0			
				- 0	9	81.82
				120 - 240	1	90.91
				360 - 480	1	100.00

TABLE	MEAN	STD.DEV.	RETRY RANGE		FREQUENCY	CUM. %
AREA6	41.92	63.52	0			
			-	0	[illegible]	[illegible]
			0 -	120	3	83.33
			120 -	240	2	100.00
AREA7	155.25	228.73	0			
			-	0	7	58.33
			0 -	120	1	66.67
			240 -	360	2	83.33
			360 -	480	1	91.67
			600 -	720	1	100.00
AREA8	157.44	283.67	0			
			-	0	5	55.56
			0 -	120	1	66.67
			120 -	240	2	88.89
			840 -	960	1	100.00

SCHEDULE 1A

FACILITY	ENTRIES	UTIL.	AVE. TIME	AVAILABLE	OWNER	PEND	INTER	RETRY	DELAY
101	13	0.775	2066.31	1	0	0	0	0	0
102	13	0.792	2111.69	1	0	0	0	0	0
103	11	0.740	2330.18	1	0	0	0	0	0
104	11	0.735	2316.09	1	0	0	0	0	0
105	9	0.600	2311.22	1	0	0	0	0	0
106	9	0.607	2338.22	1	0	0	0	0	0
107	6	0.417	2410.33	1	0	0	0	0	0
108	6	0.395	2281.83	1	0	0	0	0	0
DANGE	1	0.022	772.00	1	0	0	0	0	0
CNTR	106	0.208	67.97	1	0	0	0	0	0
DUMY1	93	0.011	4.33	1	0	0	0	0	0
DUMY2	123	0.000	0.11	1	0	0	0	0	0
DUMY3	123	0.000	0.12	1	0	0	0	0	0
DUMY4	522	0.019	1.28	1	0	0	0	0	0

QUEUE	MAX	CONT.	ENTRIES	ENTRIES(0)	AVE.CONT.	AVE.TIME	AVE.(-0)	RETRY
101	1	0	13	13	0.00	0.00	0.00	0
102	1	0	13	13	0.00	0.00	0.00	0
103	1	0	11	10	0.00	3.45	38.00	0
104	1	0	11	10	0.00	0.18	2.00	0
105	1	0	9	9	0.00	0.00	0.00	0
106	1	0	9	8	0.01	26.56	239.00	0
107	1	0	6	6	0.00	0.00	0.00	0
108	1	0	6	5	0.00	13.00	78.00	0
CNTR	1	0	106	78	0.01	2.72	10.29	0
CAP1	2	0	93	87	0.01	4.71	73.00	0
CAP2	1	0	123	122	0.00	0.11	14.00	0
CAP3	1	0	123	122	0.00	0.12	15.00	0
CAP4	2	0	522	494	0.02	1.33	24.82	0

STORAGE	CAP.	REMAIN.	MIN.	MAX.	ENTRIES	AVL.	AVE.C.	UTIL.	RETRY	DELAY
CAP1	2	2	0	2	93	1	0.32	0.162	0	0
CAP2	2	2	0	2	123	1	0.25	0.123	0	0
CAP3	2	2	0	2	123	1	0.23	0.116	0	0
CAP4	3	3	0	3	522	1	1.06	0.355	0	0
CAP5	3	3	0	3	522	1	0.67	0.225	0	0
CAP6	2	2	0	2	572	1	0.74	0.372	0	0

TABLE	MEAN	STD.DEV.	RETRY	RANGE		FREQUENCY	CUM. %
CNTR	2.72	5.60	0				
				-	0	78	73.58
				0 -	60	28	100.00
CAP1	4.71	18.51	0				
				-	0	87	93.55
				30 -	60	2	95.70
				60 -	90	3	98.92
				90 -	120	1	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE			FREQUENCY	CUM. %
CAP2	0.11	1.26	0					
					-	0	122	99.19
				0	-	30	1	100.00
CAP3	0.12	1.35	0					
					-	0	122	99.19
				0	-	30	1	100.00
CAP4	1.33	6.27	0					
					-	0	494	94.64
				0	-	30	19	98.28
				30	-	60	9	100.00
TOTAL37	4128.00	136.31	0					
				3840	-	4080	25	48.08
				4080	-	4320	22	90.38
				4320	-	4560	5	100.00
TOTALT2	4703.52	126.07	0					
				4320	-	4560	6	11.11
				4560	-	4800	37	79.63
				4800	-	5040	9	96.30
				5040	-	5280	2	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE			FREQUENCY	CUM. %
AREA1	0.00	0.00	0					
					-	0	13	100.00
AREA2	0.00	0.00	0					
					-	0	13	100.00
AREA3	3.45	11.46	0					
					-	0	10	90.91
				0	-	120	1	100.00
AREA4	0.18	0.60	0					
					-	0	10	90.91
				0	-	120	1	100.00
AREA5	0.00	0.00	0					
					-	0	9	100.00
AREA6	26.56	79.67	0					
					-	0	8	88.89
				120	-	240	1	100.00
AREA7	0.00	0.00	0					
					-	0	6	100.00
AREA8	13.00	31.84	0					
					-	0	5	83.33
				0	-	120	1	100.00

SCHEDULE 1B

FACILITY	ENTRIES	UTIL.	AVE. TIME	AVAILABLE	OWNER	PEND	INTER	RETRY	DELAY
101	12	0.774	2250.17	1	0	0	0	0	0
102	10	0.626	2182.40	1	0	0	0	0	0
103	9	0.528	2045.89	1	0	0	0	0	0
104	9	0.549	2127.67	1	0	0	0	0	0
105	9	0.578	2238.22	1	0	0	0	0	0
106	9	0.619	2399.67	1	0	0	0	0	0
107	9	0.637	2466.11	1	0	0	0	0	0
108	8	0.541	2357.25	1	0	0	0	0	0
DANGE	6	0.097	568.50	1	0	0	0	0	0
CNTR	89	0.182	71.39	1	0	0	0	0	0
DUMY1	63	0.014	8.25	1	0	0	0	0	0
DUMY2	98	0.002	0.92	1	0	0	0	0	0
DUMY3	98	0.000	0.00	1	0	0	0	0	0
DUMY4	423	0.009	0.81	1	0	0	0	0	0

QUEUE	MAX	CONT.	ENTRIES	ENTRIES(0)	AVE.CONT.	AVE.TIME	AVE.(-0)	RETRY
101	1	0	12	8	0.09	251.83	755.50	0
102	1	0	10	9	0.03	108.80	1088.00	0
103	1	0	9	9	0.00	0.00	0.00	0
104	1	0	9	9	0.00	0.00	0.00	0
105	1	0	9	9	0.00	0.00	0.00	0
106	1	0	9	9	0.00	0.00	0.00	0
107	1	0	9	9	0.00	0.00	0.00	0
108	1	0	8	8	0.00	0.00	0.00	0
CNTR	2	0	89	24	0.07	25.52	34.94	0
CAP1	2	0	63	54	0.02	9.57	67.00	0
CAP2	1	0	98	96	0.00	0.92	45.00	0
CAP3	1	0	98	98	0.00	0.00	0.00	0
CAP4	2	0	423	410	0.01	0.85	27.62	0

STORAGE	CAP.	REMAIN.	MIN.	MAX.	ENTRIES	AVL.	AVE.C.	UTIL.	RETRY	DELAY
CAP1	2	2	0	2	63	1	0.22	0.110	0	0
CAP2	2	2	0	2	98	1	0.20	0.099	0	0
CAP3	2	2	0	2	98	1	0.18	0.092	0	0
CAP4	3	3	0	3	423	1	0.86	0.286	0	0
CAP5	3	3	0	3	423	1	0.55	0.184	0	0
CAP6	2	2	0	2	481	1	0.62	0.308	0	0

TABLE	MEAN	STD.DEV.	RETRY	RANGE			FREQUENCY	CUM. %
CNTF	25.52	25.71	0					
					-	0	24	[illegible]
				0	-	60	[illegible]	86.52
				60	-	120	12	100.00
CAP1	9.57	25.57	0					
					-	0	54	85.71
				30	-	60	5	93.65
				60	-	90	2	96.83
				90	-	120	2	100.00
CAP2	0.92	7.87	0					
					-	0	96	97.96
				0	-	30	1	98.98
				60	-	90	1	100.00
CAP3	0.00	0.00	0					
					-	0	98	100.00
CAP4	0.85	5.24	0					
					-	0	410	96.93
				0	-	30	8	98.82
				30	-	60	5	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE			FREQUENCY	CUM. %
TOTAL37	4113.14	166.38	0					
				3840	-	4080	23	52.27
				4080	-	4320	18	93.18
				4320	-	4560	2	97.73
				4560	-	4800	1	100.00
TOTALT2	4680.07	103.17	0					
				4320	-	4560	4	8.89
				4560	-	4800	32	80.00
				4800	-	5040	9	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE			FREQUENCY	CUM. %
AREA1	251.83	465.20	0					
					-	0	8	66.67
				0	-	120	1	75.00
				600	-	720	1	83.33
				1080	-	1200	2	100.00
AREA2	108.80	344.06	0					
					-	0	9	90.00
				1080	-	1200	1	100.00
AREA3	0.00	0.00	0					
					-	0	9	100.00
AREA4	0.00	0.00	0					
					-	0	9	100.00
AREA5	0.00	0.00	0					
					-	0	9	100.00
AREA6	0.00	0.00	0					
					-	0	9	100.00
AREA7	0.00	0.00	0					
					-	0	9	100.00
AREA8	0.00	0.00	0					
					-	0	8	100.00

<u>SCHEDULE 2</u>

FACILITY	ENTRIES	UTIL.	AVE. TIME	AVAILABLE	OWNER	PEND	INTER	RETRY	DELAY
101	12	0.805	2382.08	1	0	0	0	0	0
102	13	0.819	2238.15	1	0	0	0	0	0
103	13	0.759	2073.38	1	0	0	0	0	0
104	12	0.757	2239.42	1	0	0	0	0	0
105	11	0.739	2387.18	1	0	0	0	0	0
106	11	0.730	2356.36	1	0	0	0	0	0
107	9	0.584	2303.89	1	0	0	0	0	0
108	8	0.517	2298.12	1	0	0	0	0	0
DANGE	4	0.071	637.25	1	0	0	0	0	0
CNTR	130	0.261	71.32	1	0	0	0	0	0
DUMY1	111	0.006	2.21	1	0	0	0	0	0
DUMY2	150	0.000	0.08	1	0	0	0	0	0
DUMY3	150	0.000	0.00	1	0	0	0	0	0
DUMY4	622	0.033	1.91	1	0	0	0	0	0

QUEUE	MAX	CONT.	ENTRIES	ENTRIES(0)	AVE.CONT.	AVE.TIME	AVE.(-0)	RETRY
101	1	0	12	8	0.03	88.58	265.75	0
102	1	0	13	11	0.02	47.54	309.00	0
103	1	0	13	13	0.00	0.00	0.00	0
104	1	0	12	9	0.01	37.33	149.33	0
105	1	0	11	8	0.03	90.18	330.67	0
106	1	0	11	9	0.01	28.09	154.50	0
107	1	0	9	7	0.02	81.78	368.00	0
108	1	0	8	8	0.00	0.00	0.00	0
CNTR	2	0	130	29	0.16	42.49	54.69	0
CAP1	2	0	111	104	0.01	2.52	40.00	0
CAP2	1	0	150	149	0.00	0.08	12.00	0
CAP3	1	0	150	150	0.00	0.00	0.00	0
CAP4	2	0	622	569	0.04	2.02	23.68	0

STORAGE	CAP.	REMAIN.	MIN.	MAX.	ENTRIES	AVL.	AVE.C.	UTIL.	RETRY	DELAY
CAP6	2	2	0	2	662	1	0.84	0.419	0	0
CAP1	2	2	0	2	111	1	0.38	0.190	0	0
CAP2	2	2	0	2	150	1	0.30	0.148	0	0
CAP3	2	2	0	2	150	1	0.27	0.137	0	0
CAP4	3	3	0	3	622	1	1.24	0.414	0	0
CAP5	3	3	0	3	622	1	0.79	0.265	0	0

TABLE	MEAN	STD.DEV.	RETRY	RANGE		FREQUENCY	CUM. %
CNTF	42.4[illegible]	42.47	0				
				-	0	29	[illegible]
				0 -	60	67	[illegible]
				60 -	120	26	[illegible]
				120 -	180	7	99.23
				180 -	240	1	100.00
CAP1	2.52	11.72	0				
				-	0	104	93.69
				0 -	30	4	97.30
				30 -	60	1	98.20
				60 -	90	2	100.00
CAP2	0.08	0.93	0				
				-	0	149	99.33
				0 -	30	1	100.00
CAP3	0.00	0.00	0				
				-	0	150	100.00
CAP4	2.02	7.46	0				
				-	0	569	91.48
				0 -	30	41	98.07
				30 -	60	12	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE		FREQUENCY	CUM. %
TOTAL37	4119.62	192.77	0				
				3840 -	4080	35	53.85
				4080 -	4320	25	92.31
				4320 -	4560	3	96.92
				4560 -	4800	1	98.46
				5040 -	5280	1	100.00
TOTALT2	4735.92	168.64	0				
				4320 -	4560	8	12.31
				4560 -	4800	38	70.77
				4800 -	5040	14	92.31
				5040 -	5280	4	98.46
				5280 -	5520	1	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE		FREQUENCY	CUM. %
AREA1	88.58	175.34	0				
				-	0	8	66.67
				0 -	120	1	75.00
				120 -	240	1	83.33
				240 -	360	1	91.67
				480 -	600	1	100.00
AREA2	47.54	162.31	0				
				-	0	11	84.62
				0 -	120	1	92.31
				480 -	600	1	100.00
AREA3	0.00	0.00	0				
				-	0	13	100.00
AREA4	37.33	89.90	0				
				-	0	9	75.00
				0 -	120	2	91.67

TABLE	MEAN	STD.DEV.	RETRY RANGE		FREQUENCY	CUM. %
			240 -	360	1	100.00
AREA5	90.18	170.55	0 -	0	8	72.73
			120 -	240	1	81.82
			240 -	360	1	90.91
			480 -	600	1	100.00
AREA6	28.09	80.23	0 -	0	9	81.82
			0 -	120	1	90.91
			240 -	360	1	100.00
AREA7	81.78	229.30	0 -	0	7	77.78
			0 -	120	1	88.89
			600 -	720	1	100.00
AREA8	0.00	0.00	0 -	0	8	100.00

SCHEDULE 2A

FACILITY	ENTRIES	UTIL.	AVE. TIME	AVAILABLE	OWNER	PEND	INTER	RETRY	DELAY
101	13	0.829	2225.08	1	0	0	0	0	0
102	13	0.808	2171.62	1	0	0	0	0	0
103	11	0.738	2344.91	1	0	0	0	0	0
104	11	0.704	2235.36	1	0	0	0	0	0
105	9	0.594	2307.56	1	0	0	0	0	0
106	9	0.582	2259.11	1	0	0	0	0	0
107	4	0.270	2359.00	1	0	0	0	0	0
108	3	0.198	2306.33	1	0	0	0	0	0
DANGE	4	0.074	651.00	1	0	0	0	0	0
CNTR	104	0.210	70.64	1	0	0	0	0	0
DUMY1	87	0.003	1.51	1	0	0	0	0	0
DUMY2	112	0.000	0.00	1	0	0	0	0	0
DUMY3	112	0.000	0.00	1	0	0	0	0	0
DUMY4	494	0.013	0.99	1	0	0	0	0	0

QUEUE	MAX	CONT.	ENTRIES	ENTRIES(0)	AVE.CONT.	AVE.TIME	AVE.(-0)	RETRY
101	1	0	13	13	0.00	0.00	0.00	0
102	1	0	13	13	0.00	0.00	0.00	0
103	1	0	11	11	0.00	0.00	0.00	0
104	1	0	11	11	0.00	0.00	0.00	0
105	1	0	9	9	0.00	0.00	0.00	0
106	1	0	9	8	0.00	6.78	61.00	0
107	1	0	4	4	0.00	0.00	0.00	0
108	1	0	3	3	0.00	0.00	0.00	0
CNTR	1	0	104	42	0.06	20.10	33.71	0
CAP1	1	0	87	84	0.00	1.51	43.67	0
CAP2	1	0	112	112	0.00	0.00	0.00	0
CAP3	1	0	112	112	0.00	0.00	0.00	0
CAP4	2	0	494	474	0.02	1.09	26.85	0

STORAGE	CAP.	REMAIN.	MIN.	MAX.	ENTRIES	AVL.	AVE.C.	UTIL.	RETRY	DELAY
CAP6	2	2	0	2	571	1	0.74	0.370	0	0
CAP1	2	2	0	2	87	1	0.30	0.150	0	0
CAP2	2	2	0	2	112	1	0.23	0.113	0	0
CAP3	2	2	0	2	112	1	0.21	0.104	0	0
CAP4	3	3	0	3	494	1	1.00	0.333	0	0
CAP5	3	3	0	3	494	1	0.64	0.215	0	0

TABLE	MEAN	STD.DEV.	RETRY	RANGE	FREQUENCY	CUM. %
CNTR	20.10	25.54	0			
				- [illegible]	[illegible]	[illegible]
				0 - 60	54	[illegible]
				60 - 120	8	100.[illegible]
CAP1	1.51	9.32	0			
				- 0	84	96.55
				0 - 30	1	97.70
				30 - 60	1	98.85
				60 - 90	1	100.00
CAP2	0.00	0.00	0			
				- 0	112	100.00
CAP3	0.00	0.00	0			
				- 0	112	100.00
CAP4	1.09	5.58	0			
				- 0	474	95.95
				0 - 30	13	98.58
				30 - 60	7	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE	FREQUENCY	CUM. %
TOTAL37	4126.77	153.26	0			
				3840 - 4080	23	44.23
				4080 - 4320	24	9[illegible]
				4320 - 4560	5	100.00
TOTALT2	4688.27	110.42	0			
				4320 - 4560	6	11.54
				4560 - 4800	33	75.00
				4800 - 5040	13	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE	FREQUENCY	CUM. %
AREA1	0.00	0.00	0			
				- 0	13	100.00
AREA2	0.00	0.00	0			
				- 0	13	100.00
AREA3	0.00	0.00	0			
				- 0	11	100.00
AREA4	0.00	0.00	0			
				- 0	11	100.00
AREA5	0.00	0.00	0			
				- 0	9	100.00
AREA6	6.78	20.33	0			
				- 0	8	88.89
				0 - 120	1	100.00
AREA7	0.00	0.00	0			
				- 0	4	100.00
AREA8	0.00	0.00	0			
				- 0	3	100.00

SCHEDULE C

FACILITY	ENTRIES	UTIL.	AVE. TIME	AVAILABLE	OWNER	PEND	INTER	RETRY	DELAY
101	15	0.794	2166.67	1	0	0	0	0	0
102	12	0.637	2171.25	1	0	0	0	0	0
103	12	0.640	2183.33	1	0	0	0	0	0
104	10	0.555	2271.60	1	0	0	0	0	0
105	9	0.488	2219.78	1	0	0	0	0	0
106	7	0.397	2320.14	1	0	0	0	0	0
107	5	0.277	2282.60	1	0	0	0	0	0
108	5	0.270	2213.80	1	0	0	0	0	0
DANGE	[illegible]	0.028	389.00	1	45	0	0	0	0
CNTR	99	0.166	68.76	1	0	0	0	0	0
DUMY1	80	0.007	3.95	1	0	0	0	0	0
DUMY2	106	0.002	0.86	1	0	0	0	0	0
DUMY3	106	0.000	0.00	1	0	0	0	0	0
DUMY4	471	0.011	0.99	1	0	0	0	0	0

QUEUE	MAX	CONT.	ENTRIES	ENTRIES(0)	AVE.CONT.	AVE.TIME	AVE.(-0)	RETRY
101	1	0	15	14	0.01	20.00	300.00	0
102	1	0	12	12	0.00	0.00	0.00	0
103	1	0	12	11	0.01	40.50	486.00	0
104	1	0	10	8	0.02	75.70	378.50	0
105	1	0	9	7	0.03	118.11	531.50	0
106	1	0	7	5	0.03	183.29	641.50	0
107	1	0	5	3	0.02	154.80	387.00	0
108	1	0	5	4	0.01	43.40	217.00	0
CNTR	3	0	99	43	0.06	23.82	42.11	0
CAP1	3	0	80	74	0.01	5.46	72.83	0
CAP2	1	0	106	103	0.00	0.86	30.33	0
CAP3	1	0	106	106	0.00	0.00	0.00	0
CAP4	2	0	471	451	0.01	1.16	27.35	0

STORAGE	CAP.	REMAIN.	MIN.	MAX.	ENTRIES	AVL.	AVE.C.	UTIL.	RETRY	DELAY
CAP6	2	2	0	2	515	1	0.56	0.281	0	0
CAP1	2	2	0	2	80	1	0.24	0.119	0	0
CAP2	2	2	0	2	106	1	0.18	0.092	0	0
CAP3	2	2	0	2	106	1	0.17	0.084	0	0
CAP4	3	3	0	3	471	1	0.81	0.271	0	0
CAP5	3	3	0	3	471	1	0.52	0.174	0	0

TABLE	MEAN	STD.DEV.	RETRY	RANGE	FREQUENCY	CUM. %
CNTF	23.92	32.66	0			
				- 0	43	43.43
				0 - 60	43	86.87
				60 - 120	11	97.98
				120 - 180	2	100.00
CAP1	5.46	21.81	0			
				- 0	74	92.50
				30 - 60	2	95.00
				60 - 90	2	97.50
				90 - 120	1	98.75
				120 - 150	1	100.00
CAP2	0.86	5.71	0			
				- 0	103	97.17
				0 - 30	2	99.06
				30 - 60	1	100.00
CAP3	0.00	0.00	0			
				- 0	106	100.00
CAP4	1.16	6.34	0			
				- 0	451	95.75
				0 - 30	16	99.15
				30 - 60	2	99.58
				60 - 90	2	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE	FREQUENCY	CUM. %
TOTAL37	4116.32	150.71	0			
				3840 - 4080	25	43.86
				4080 - 4320	27	91.23
				4320 - 4560	4	98.25
				4560 - 4800	1	100.00
TOTALT2	4719.33	118.58	0			
				4320 - 4560	6	14.29
				4560 - 4800	23	69.05
				4800 - 5040	13	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE	FREQUENCY	CUM. %
AREA1	20.00	77.46	0			
				- 0	14	93.33
				0 - 300	1	100.00
AREA2	0.00	0.00	0			
				- 0	12	100.00
AREA3	40.50	140.30	0			
				- 0	11	91.67
				300 - 600	1	100.00
AREA4	75.70	160.78	0			
				- 0	8	80.00
				300 - 600	2	100.00
AREA5	118.11	311.87	0			
				- 0	7	77.78
				0 - 300	1	88.89
				900 - 1200	1	100.00

TABLE	MEAN	STD.DEV.	RETRY	RANGE		FREQUENCY	CUM. %
AREA6	183.29	314.84	0				
				–	0	5	71.43
				300 –	600	1	85.71
				600 –	900	1	100.00
AREA7	154.80	230.21	0				
				–	0	3	60.00
				0 –	300	1	80.00
				300 –	600	1	100.00
AREA8	43.40	97.05	0				
				–	0	4	80.00
				0 –	300	1	100.00

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